

A001. Issuance and Applicability

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

- a. These operations specifications are issued to MILO AIR INC, whose principal base of operation is located at:

Primary Business Address:

Westhampton Beach, NY 11978

The holder of these operations specifications is the holder of Air Carrier Certificate Number J80A5781, and shall hereafter be referred to as the certificate holder. The certificate holder is authorized to conduct:

|                    |                      |                                                                                  |                               |                                                                                                                                                   |
|--------------------|----------------------|----------------------------------------------------------------------------------|-------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|
| On Demand<br>(135) | operations in Common | carriage pursuant to<br>Title 14 Code of<br>Federal Regulations<br>(CFR) Section | 119.21(a)(5)-On<br>Demand 135 | and provided, at all times, the<br>certificate holder has appropriate<br>written economic authority issued by<br>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 use only the business name which appears on the certificate to conduct the operations described in subparagraph a.
- 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.

**FILE COPY**  
*MILO*

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

4. Date Approval is effective:

Amendment Number:

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

Date:

**A002. Definitions and Abbreviations**

HQ Control: 01/04/07  
HQ Revision: 110

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

| <u>Term or Terms</u>                                      | <u>Definition</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-----------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <u>Agent(s)</u>                                           | The significance of the words "agent" and "agents" as used in these operations specifications is that the certificate holder is the principal and that the certificate holder is accountable and liable for the acts or omissions of each of its agent or agents.                                                                                                                                                                                                                                                         |
| <u>Air Ambulance Aircraft</u>                             | An aircraft used in air ambulance operations. The aircraft must be equipped with at least medical oxygen, suction, and a stretcher, isolette, or other approved patient restraint/containment device. The aircraft need not be used exclusively as an air ambulance aircraft and the equipment need not be permanently installed.                                                                                                                                                                                         |
| <u>Air Ambulance Operations</u>                           | (a) Air transportation of a person with a health condition that requires medical personnel as determined by a health care provider; or<br>(b) Holding out to the public as willing to provide air transportation to a person with a health condition that requires medical personnel as determined by a health care provider including, but not limited to, advertisement, solicitation, association with a hospital or medical care provider and<br>(c) Uses an air ambulance aircraft, either fixed wing or helicopter. |
| <u>Airways Navigation Facilities</u>                      | Airways navigation facilities are those ICAO Standard Navigation Aids (VOR, VOR/DME, and/or NDB) which are used to establish the en route airway structure within the sovereign airspace of ICAO member states. These facilities are also used to establish the degree of navigation accuracy required for air traffic control and Class I navigation within that airspace.                                                                                                                                               |
| <u>Authority</u>                                          | A power that a person is vested with.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <u>Auto Flight Guidance System (AFGS)</u>                 | Aircraft systems, such as an autopilot, auto throttles, displays, and controls, that are interconnected in such a manner so as to allow the crew to automatically control the aircraft's lateral and vertical flightpath and speed. A flight management system is sometimes associated with an AFGS.                                                                                                                                                                                                                      |
| <u>Automatic Dependent Surveillance (ADS)</u>             | A function for use by air traffic services in which the ADS equipment in the aircraft automatically transmits data derived from on-board navigation systems via a datalink. As a minimum, the data include aircraft identification and three-dimensional position. ADS is sometimes referred to as ADS-A or ADS-Contract (e.g., a communications contract between the aircraft communications/surveillance system and an air traffic facility or service provider only).                                                  |
| <u>Automatic Dependent Surveillance-Broadcast (ADS-B)</u> | 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                                                                                                                                                                                           |

| Term or Terms                                        | Definition                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                      | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <u>Available Landing Distance (ALD)</u>              | ALD is that portion of a runway available for landing and roll-out for aircraft cleared for land and hold short operations (LAHSO). This distance is measured from the landing threshold to the hold-short point.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <u>Category I Instrument Approach</u>                | A Category I instrument approach is any authorized precision or nonprecision instrument approach which is conducted with a minimum height for IFR flight not less than 200 feet (60 meters) above the touchdown zone and a minimum visibility/RVV not less than 1/2 statute mile or RVR 1800 (for helicopters, 1/4 statute mile or RVR 1600).                                                                                                                                                                                                                                                                                                                                                       |
| <u>Certificate Holder</u>                            | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <u>Class I Navigation</u>                            | 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. |
| <u>Class II Navigation</u>                           | 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).                                                                                                                                                   |
| <u>Cockpit Display of Traffic Information (CDTI)</u> | 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.                                                                                                                                                                                                                                                 |
| <u>Decision Altitude (Height)</u>                    | 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                                                                                                                           |

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| Term or Terms                                            | Definition                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|----------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                          | ICAO international agreements.]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <u>Dual-Certificated-Noise Compliance</u>                | For purposes of noise compliance rules, dual-certificated airplanes are those that are certificated to operate in either a Stage 2 or Stage 3 configuration. The only airplanes dual certificated by the FAA were certain Boeing 747's, -300 series or earlier. For noise compliance purposes, these airplanes are considered Stage 2 unless the operator gets a supplemental type certificate to make the airplane Stage 3 only, or unless the operator voluntarily limits the operation to Stage 3 only.                                                                                  |
| <u>Duty</u>                                              | A task or function a person must do.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <u>Fault Detection and Exclusion (FDE)</u>               | FDE technology allows onboard GPS equipment to automatically detect a satellite failure that effects navigation and to exclude that satellite from the navigation solution.                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <u>Flight Management Systems (FMS)</u>                   | An integrated system used by flightcrews for flight planning, navigation, performance management, aircraft guidance, and flight progress monitoring.                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <u>Free Flight</u>                                       | A safe and efficient flight operating capability under instrument flight rules in which the operators have the freedom to select a path and speed in real time. Air traffic restrictions are imposed only to ensure separation, to preclude exceeding airport capacity, to prevent unauthorized flight through special use airspace, and to ensure safety of flight. Restrictions are limited in extent and duration to correct the identified problem. Any activity that removes restrictions represents a move toward Free Flight.                                                        |
| <u>Global Position System (GPS) Landing System (GLS)</u> | 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.                                                                                                                                                                                                                                                                                                                                                                                  |
| <u>Helicopter Emergency Medical Service</u>              | Helicopter emergency medical service (HEMS) is<br>(a) Air transportation by helicopter of a person with a health condition that requires medical personnel as determined by a health care provider; or<br>(b) Holding out to the public as willing to provide air transportation by helicopter to a person with a health condition that requires medical personnel as determined by a health care provider including, but not limited to, advertisement, solicitation, association with a hospital or medical care provider.<br>(c) Helicopter emergency medical evacuation service (HEMES) |
| <u>ILS-PRM</u>                                           | The simultaneous close parallel ILS approaches are enabled through the implementation of special precision runway monitoring (PRM) equipment operated by Air Traffic Control at certain airfields for some runways. These approaches are included in 14 CFR Part 97 as "ILS PRM." This operation comprises two instrument landing systems (ILS), each aligned with its respective runway and parallel to each other. ILS/PRM permits simultaneous instrument approach operations to parallel runways spaced less than 4,300 feet apart, but no less than 3,000 feet.                        |
| <u>Imported Airplane-</u>                                | For purposes of the noise compliance rules, an imported airplane is a Stage 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Term or Terms                       | Definition                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| <u>Noise Compliance</u>             | airplane of 75,000 pounds or more that was purchased by a U.S. person from a non-U.S. owner on or after November 5, 1990. [Under the non addition rule (see 14 CFR § 91.855), an imported airplane may not be operated to or from any airport in the contiguous United States. Such airplanes may be owned and registered by U.S. persons but are limited to operation outside the contiguous United States.]                                                                                                                                                                                                                                                                                                                                                         |
| <u>JAA JAR-OPS-1</u>                | 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.                                                                                                                                                                                                                                                                                                                                                                    |
| <u>LDA/PRM (SOIA)</u>               | This operation comprises one ILS and one localizer type directional aid (LDA) with glide slope. The ILS is aligned with its runway, but the LDA serving the second runway is offset (no more than 3 degrees) from a parallel track. This offset permits simultaneous instrument approach operations to parallel runways spaced less than 3,000 feet apart, but no less than 750 feet. Because of the offset, this operation is also known as a simultaneous offset instrument approach (SOIA).                                                                                                                                                                                                                                                                        |
| <u>Lease</u>                        | A lease is where an aircraft owner transfers possession and use of a specific aircraft to a lessee for a fixed period. In a lease, as opposed to other types of custody/use agreements, the lessee has the right to possess and use the aircraft even if the aircraft owner needs the aircraft returned, assuming the lessee has made timely payments and is properly maintaining the aircraft. In accordance with Section 119.53(b), the certificate holder may not wet lease from or enter into any wet leasing arrangement with any person not authorized by the FAA to engage in common carriage operations under 14 CFR Parts 121 or 135 (as appropriate), whereby that other person provides an aircraft and at least one crewmember to the certificate holder. |
| <u>Life Vest, Non-Quick-Donning</u> | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <u>Life Vest, Quick-Donning</u>     | A quick-donning life vest is fastened around a person in a manner which requires the wearer only to pull on a single tab and lift the life vest over his/her head. At this point the life vest needs only to be inflated to be ready to use for its intended purpose.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <u>Local Flying Area</u>            | 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.                                                                                                                                                                                                                                                                                                                                                                                      |
| <u>Major Contract Training</u>      | Any flight training, flight testing, or flight checking leading to and maintaining certification and qualification of air carrier flightcrew members in accordance with the requirements (maneuvers and procedures) explicitly stated in 14 CFR Parts 61, 121, or 135; or in SFAR 58 Advanced Qualification Program (AQP), as applicable.                                                                                                                                                                                                                                                                                                                                                                                                                             |

| Term or Terms                                          | Definition                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| <u>Medical Crewmember</u>                              | A person with medical training who is assigned to provide medical care and other crewmember duties related to the aviation operation during flight.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <u>Minimum Descent Altitude (Height)</u>               | 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.]                                                                                                                                                              |
| <u>Operational Service Volume</u>                      | 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:<br>(1) The officially designated Standard Service Volume excluding any portion of the Standard Service Volume which has been restricted.<br>(2) The Expanded Service Volume.<br>(3) Within the United States, any published instrument flight procedure (victor or jet airway, SID, STAR, SIAP, or instrument departure).<br>(4) Outside the United States, any designated signal coverage or published instrument flight procedure equivalent to U.S. standards. |
| <u>Outsourced Training</u>                             | Any training, testing, or checking activity which an air carrier certificate holder provides by way of a contract arrangement with another party.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <u>Parabolic Flight Operations</u>                     | Parabolic flight operations are aerobatic maneuvers in which the aircraft is intentionally pitched in excess of 30 degrees above and 30 degrees below the horizon in a repeated fashion for the specific purpose of exposing the participants to reduced or zero gravity conditions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <u>Planned Redispatch or Re-Release En Route</u>       | The term "planned redispatch or re-release en route" means any flag operation (or any supplemental operation that includes a departure or arrival point outside the 48 contiguous United States and the District of Columbia) that is planned before takeoff to be redispatched or re-released in flight in accordance with 14 CFR Section 121.631(c) to a destination airport other than the destination airport specified in the original dispatch or release.                                                                                                                                                                                                                                                                                                                     |
| <u>Polar Area (North)</u>                              | The north polar area of operations is that area that lies north of latitude N 78° 00'.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <u>Qualified Local Observer</u>                        | A person who provides weather, landing area, and other information as required by the operator, and has been trained by the operator under a training program approved by the Principal Operations Inspector.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <u>Raw Terrain</u>                                     | Raw terrain is devoid of any person, structure, vehicle or vessel.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <u>Receiver Autonomous Integrity Monitoring (RAIM)</u> | RAIM is a function that considers the availability of satisfactory signal integrity broadcasted from the particular GPS satellites used during a given flight. Onboard GPS navigators accomplish this automatically as the aircraft proceeds along its                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Term or Terms                                           | Definition                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| <u>Reliable Fix</u>                                     | 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.<br>A "reliable fix" means station passage of a VOR, VORTAC, or NDB. A reliable fix also includes a VOR/DME fix, an NDB/DME fix, a VOR intersection, an NDB intersection, and a VOR/NDB intersection provided course guidance is available from one of the facilities and the fix lies within the designated operational service volumes of both facilities which define the fix. |
| <u>Required Navigation Performance (RNP)</u>            | A statement of navigation performance necessary for operations within a defined airspace.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <u>Required Navigation Performance (RNP) Time Limit</u> | Applies to aircraft equipped with INS or IRU systems where those systems provide the means of navigation to navigate to the degree of accuracy required by ATC. The FAA-approved time in hours--after the system is placed in navigation mode or is updated en route--that the specific INS or IRU make/model can meet a specific RNP type on a 95% probability basis. It is used to establish the area of operations or routes on which the aircraft/navigation system is qualified to operate.                                                                                                                                                                                                                                                                     |
| <u>Required Navigation Performance (RNP) Type</u>       | A value typically expressed as a distance in nautical miles from the intended position within which an aircraft would be for at least 95 percent of the total flying time. For example, RNP-4 represents a lateral and longitudinal navigation accuracy of 4 nm on a 95 percent basis. Note: Applications of RNP to terminal area and other operations may also include a vertical component.                                                                                                                                                                                                                                                                                                                                                                        |
| <u>Responsibility</u>                                   | Something a person is accountable for.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <u>Runway</u>                                           | In these operations specifications the term "runway" in the case of land airports, water airports and heliports, and helipads shall mean that portion of the surface intended for the takeoff and landing of land airplanes, seaplanes, or rotorcraft, as appropriate.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <u>Simultaneous offset instrument approach (SOIA)</u>   | See definition for LDA/PRM.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <u>Sustainable Transfer</u>                             | A sustainable transfer is a transfer of operational control, without any impediment, by a contract, agreement, lease, or other written or verbal arrangement between the owner, lessor, or other entity, and any other entity, that restricts any person or entity from transferring operational control to the certificate holder. Examples of such impediments are lease, mortgage, insurance, management agreements, and other agreements which limit the use of the aircraft to a particular party or purpose other than the certificate holder and its authorized kinds of operation.                                                                                                                                                                           |
| <u>VFR Station-Referenced Class I Navigation</u>        | VFR station-referenced Class I navigation is any operation conducted within the operational service volumes of ICAO standard navigation aids under visual flight rules (VFR) which uses nonvisual navigation aids (stations), such as VOR, VOR/DME, or NDB as the primary navigation reference. VFR station-referenced                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Term or Terms                                       | Definition                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-----------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                     | Class I navigation includes Class I navigation conducted on-airways and off-airway routings predicated on airways navigation facilities. These operations also include Class I navigation using an area navigation system which is certificated for IFR flights over the routes being flown.                                                                                                                                                                                                                                                                                        |
| <u>Wide Area<br/>Augmentation System<br/>(WAAS)</u> | WAAS has been developed to improve the accuracy, integrity, availability, and reliability of GPS signals. WAAS utilizes a fixed localized ground station to calculate GPS integrity and correction data, then broadcasts this information through the GPS satellites to GPS/WAAS users along with ranging signals. It is a safety critical system consisting of a ground network of reference and integrity monitor data processing sites which assess current GPS performance, as well as a space segment that broadcasts that assessment to GNSS users to support IFR navigation. |

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

4. Date Approval is effective:

Amendment Number:

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

Date:

Operations Specifications

A003. Aircraft Authorization

HQ Control: 09/11/02  
HQ Revision: 02g

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           | Operational Use Of Aircraft | Operation Configuration | Class/Category Operation | En Route | Condition of Flight |
|-----------|----------------------------|-----------------------------|-------------------------|--------------------------|----------|---------------------|
| BE-35-C35 | 119.21(a)(5)-On Demand 135 | On Demand (135)             | PAX and Cargo           | SEL                      | VFR      | Day Only            |

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Amendment Number:

Date:

Print Date 03/05/2008

A003-1  
MILO AIR INC

CERTIFICATE NO. J80A578L

**A004. Summary of Special Authorizations and Limitations**

HQ Control: 8/3/2001

HQ Revision: 000

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

|                                                                                                                                                                                                    | <u>Reference<br/>Paragraphs</u> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| Conduct operations under certain exemptions and/or deviations.                                                                                                                                     | A005                            |
| Conduct operations as a single pilot operator.                                                                                                                                                     | A040                            |
| Conduct a pretakeoff contamination check during ground icing conditions for Part 135 operators.                                                                                                    | A041                            |
| Conduct Part 135 aircraft operations without a deicing/anti-icing procedure.                                                                                                                       | A042                            |
| Use only actual passenger and baggage weights (no combinations of average and actual weights) for all its aircraft                                                                                 | A096                            |
| Use aircraft with nine or less passenger seats with the additional maintenance requirements of 14 CFR Section 135.421 applicable for aircraft engine, propeller, and propeller control (governor). | D101                            |
| Use aircraft with nine or less passenger seats with the additional maintenance requirements of 14 CFR Section 135.421 applicable for emergency equipment.                                          | D104                            |

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

|                                                                                                                                             |      |
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| Use an approved carry-on baggage program.                                                                                                   | A011 |
| Conduct extended overwater turbojet operations without required emergency equipment.                                                        | A013 |
| Conduct special en route IFR operations in Class G airspace.                                                                                | A014 |
| Use an autopilot in lieu of a second-in-command.                                                                                            | A015 |
| Use an approved security program in helicopter operations.                                                                                  | A017 |
| Conduct scheduled passenger helicopter operations.                                                                                          | A018 |
| Use automotive gasoline as aircraft fuel.                                                                                                   | A019 |
| Conduct Part 135 airplane operations without instrument-rated pilots.                                                                       | A020 |
| Conduct helicopter emergency medical services/air ambulance operations in accordance with 14 CFR Part 135.                                  | A021 |
| Use an approved exit row seat program.                                                                                                      | A022 |
| Determine ground icing conditions for the purpose of flight (using an approved deicing/anti-icing procedure IAW CFR Section 135.227(b)(3)). | A023 |

|                                                                                                                                                                                 |      |
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| Conduct airplane air ambulance operations under 14 CFR Part 135.                                                                                                                | A024 |
| Use an approved electronic recordkeeping system.                                                                                                                                | A025 |
| 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 |
| Make arrangements with training centers and other organizations for certificate holder training in accordance with 14 CFR Section 135.324.                                      | A031 |
| 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 Single Engine IFR (SEIFR) Passenger-Carrying Operations Under CFR Part 135.                                                                                             | A046 |
| Conduct helicopter night vision goggle operations.                                                                                                                              | A050 |
| Use ADS-B for certain operational applications.                                                                                                                                 | A052 |
| Accept, handle, and carry materials regulated as Hazardous Materials (HazMat).                                                                                                  | A055 |
| Conduct en route controller-pilot data link communications (CPDLC).                                                                                                             | A056 |
| Conduct "eligible on-demand operations" as defined in and in accordance with 14 CFR Section 135.4.                                                                              | A057 |
| Use an electronic flight bag.                                                                                                                                                   | A061 |
| Use any combination of actual, standard average (or segmented), or survey-derived average weights in its small cabin aircraft passenger and baggage weight program.             | A067 |

|                                                                                                                                                                               |      |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|
| Use any combination of actual, standard average (or segmented), or survey-derived average weights for its medium cabin aircraft.                                              | A098 |
| Use any combination of actual, standard average (or segmented), or survey-derived average weights for its large cabin aircraft.                                               | A099 |
| 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 |
| Suspend its liability insurance due to seasonal operations.                                                                                                                   | A501 |
| Use the air carrier merger and/or acquisition plan.                                                                                                                           | A502 |
| Conduct flight operations within the territory of Iraq in accordance with the permitted operations requirements of SFAR-77.                                                   | A520 |
| Conduct emergency operations to support a temporary regional disaster recovery.                                                                                               | A529 |
| Conduct operations using approved driftdown or fuel dumping procedures.                                                                                                       | B029 |
| Conduct IFR en route RNAV operations in the State of Alaska using TSO C145a/C146a GPS/WAAS RNAV systems as the only means of IFR navigation IAW SFAR 97.                      | B030 |
| Conduct 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 Class II navigation using long-range navigation systems.                                                                                                              | B036 |
| Conduct operations in Central East Pacific (CEP) airspace.                                                                                                                    | B037 |
| Conduct operations in North Pacific (NOPAC) airspace.                                                                                                                         | B038 |
| Conduct operations in North Atlantic minimum navigation performance specifications (NAT/MNPS) airspace.                                                                       | B039 |
| Conduct operations in areas of magnetic unreliability.                                                                                                                        | B040 |
| Conduct extended overwater operations using a single long-range communication system (S-LRCS).                                                                                | B045 |
| Conduct operations in reduced vertical separation minimum (RVSM) airspace.                                                                                                    | B046 |
| Conduct Class II navigation with a flight navigator.                                                                                                                          | B047 |
| Conduct air tour operations below an altitude of 1,500 feet AGL in the State of Hawaii.                                                                                       | B048 |

|                                                                                                                                                                        |      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|
| Conduct operations in the Grand Canyon National Park Special Flight Rules Area (GCNP-SFRA).                                                                            | B049 |
| Conduct Class II navigation using single long-range navigation system (S-LRNS).                                                                                        | B054 |
| Conduct commercial air tour operations over certain national park(s) and tribal lands within or abutting those national park(s).                                       | B057 |
| Conduct operations in Canadian Minimum Navigation Performance Airspace (MNPS).                                                                                         | B059 |
| 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 straight-in Category I approach procedures other than ILS, MLS, or GLS with specific IFR landing minimums for airplanes at all airports.                       | C053 |
| 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 foreign terminal instrument procedures with special restrictions for airplanes.                                                                                | C058 |
| Conduct airplane Category II instrument approach and landing operations.                                                                                               | C059 |
| Conduct airplane Category III instrument approach and landing operations.                                                                                              | C060 |
| Use flight control guidance systems for airplane automatic landing operations other than Categories II and III.                                                        | C061 |
| Use manually flown flight control guidance systems certified for airplane landing operations.                                                                          | C062 |
| Conduct IFR area navigation (RNAV 1) Instrument Departure Procedures (DPs) and Standard Terminal Arrivals (STARs) published in accordance with 14 CFR Part 97.         | 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 powerplant reversing systems for rearward taxi in specific airplane operations.                                                                                    | C065 |
| Operate airplanes with special airport authorizations, provisions, and limitations.                                                                                    | C067 |
| Conduct noise abatement departure profile operations with its subsonic turbojet-powered airplanes over 75,000 pounds gross takeoff weight.                             | C068 |
| Conduct scheduled operations at authorized airports.                                                                                                                   | C070 |

|                                                                                                                                                                      |      |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|
| Engage the autopilot after takeoff and initial climb at an altitude lower than specified for en route operations by Title 14 CFR Section 135.93 (a).                 | C071 |
| Conduct engine-out departure procedures with approved 10-minute takeoff thrust time limits.                                                                          | C072 |
| Conduct IFR airplane approach procedures using vertical navigation (VNAV) utilizing a published MDA as a DA(H).                                                      | C073 |
| Conduct airplane Category I, ILS, MLS, or GLS approach procedures with specific IFR landing minimums.                                                                | C074 |
| Conduct airplane IFR circle-to-land approach maneuvers.                                                                                                              | C075 |
| Conduct airplane contact approaches using IFR Category I landing minimums.                                                                                           | C076 |
| Conduct certain Part 135 turbojet operations in the terminal area using visual flight rules.                                                                         | C077 |
| Conduct takeoffs in weather minimums below Category I takeoff minimums for 14 CFR Part 135 airplane operations.                                                      | C079 |
| Conduct scheduled passenger, special terminal area IFR airplane operations in Class G airspace and at airports without an operating control tower.                   | C080 |
| Conduct IFR operations using special non CFR Part 97 instrument approach or departure procedures.                                                                    | C081 |
| Conduct "RNP-like" foreign RNAV terminal instrument procedures with Required Navigation Performance (RNP) lines of minima.                                           | C358 |
| To conduct certain Category II airplane operations at specifically approved facilities.                                                                              | C359 |
| Use landing performance assessment procedures that increase landing distances by at least an additional 15% at time of arrival for its turbojet airplane operations. | C382 |
| Conduct RNP SAAAR approaches in accordance with 14 CFR Part 97 and operations specification C384.                                                                    | C384 |
| Conduct continuous airworthiness maintenance programs.                                                                                                               | D072 |
| Use an approved aircraft inspection program (AAIP).                                                                                                                  | D073 |
| Use a reliability program for the entire aircraft.                                                                                                                   | D074 |
| Use a reliability program for airframe, powerplant, systems, or selected items.                                                                                      | D075 |
| Use short-term escalation.                                                                                                                                           | D076 |
| Contractually arrange with other certificated operators for maintenance of the entire aircraft.                                                                      | D077 |

|                                                                                                                                                                                         |      |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|
| Use the provisions of contractual agreements limited to specific maintenance functions.                                                                                                 | D078 |
| Participate in a reliability program under a contractual agreement.                                                                                                                     | D079 |
| Use leased maintenance program authorization: U.S.-registered aircraft.                                                                                                                 | D080 |
| Use specific aircraft for which prorated times have been established.                                                                                                                   | D082 |
| Use short-term escalation authorization for borrowed parts that are subject to overhaul requirements.                                                                                   | D083 |
| Conduct ferry flights under special flight permits with continuing authorization.                                                                                                       | D084 |
| Use a maintenance program for leased foreign-registered aircraft.                                                                                                                       | D087 |
| Use maintenance time limitations for operators with a partial reliability program.                                                                                                      | D088 |
| Use maintenance time limitations for operators without a reliability program.                                                                                                           | D089 |
| Use coordinating agencies for suppliers evaluation (CASE).                                                                                                                              | D090 |
| Use an approved maintenance program for listed airplanes used in operations in designated RVSM airspace.                                                                                | D092 |
| Use an approved maintenance program for helicopter night vision goggle operations.                                                                                                      | D093 |
| Use an approved minimum equipment list (MEL).                                                                                                                                           | D095 |
| Use aircraft with nine or less passenger seats with the additional maintenance requirements of 14 CFR Section 135.421 applicable for rotorcraft operations.                             | D102 |
| Use aircraft with nine or less passenger seats with the additional maintenance requirements of 14 CFR Section 135.421 applicable for single engine IFR.                                 | D103 |
| Suspend its liability insurance for specific aircraft in long-term storage or maintenance.                                                                                              | D106 |
| Use weight and balance control procedures.                                                                                                                                              | E096 |
| Operate transport category large helicopters in accordance with performance data contained in the approved Rotorcraft Flight Manual and special operational conditions and limitations. | H100 |
| Conduct terminal flight operations under instrument flight rules - helicopter.                                                                                                          | H101 |
| Conduct operations using basic instrument approach procedures for helicopters.                                                                                                          | H102 |
| Conduct Category I IFR landings other than airborne radar approaches - helicopter.                                                                                                      | H103 |
| Conduct IFR helicopter en route descent (HEDA) procedures.                                                                                                                              | H104 |
| Use alternate airport IFR weather minimums - helicopter.                                                                                                                                | H105 |

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|------------------------------------------------------------------------------------------------------------------------------------------------|------|
| Conduct helicopter operations using standard takeoff minimums under Part 135.                                                                  | H106 |
| Use special restrictions for foreign terminal instrument procedures - helicopter.                                                              | H107 |
| Conduct helicopter Category II operations.                                                                                                     | H108 |
| Conduct helicopter Category III operations.                                                                                                    | H109 |
| Use flight control guidance systems for aircraft automatic landing operations - helicopter.                                                    | H110 |
| Use manually flown flight control guidance systems certified for aircraft landing operations - helicopter.                                     | H111 |
| Conduct helicopter approach operations using an area navigation system.                                                                        | H112 |
| Conduct nonscheduled passenger and all-cargo (scheduled and nonscheduled) special terminal area IFR rotorcraft operations in Class G airspace. | H113 |
| Use special airport authorizations, limitations, and provisions - helicopter.                                                                  | H114 |
| Conduct helicopter operations using lower than standard takeoff minimums under Part 135.                                                       | H116 |
| Conduct helicopter Category I, ILS, MLS, or GLS approach procedures with specific IFR landing minimums.                                        | H117 |
| Conduct helicopter circle-to-land maneuvers using IFR Category I landing minimums.                                                             | H118 |
| Conduct helicopter contact approaches using IFR Category I landing minimums.                                                                   | H119 |
| Conduct operations in authorized airports for scheduled operations - Helicopter.                                                               | H120 |
| Conduct scheduled passenger terminal area IFR rotorcraft operations in Class G airspace.                                                       | H121 |
| Conduct special non CFR Part 97 instrument approach or departure rotorcraft operations specified for the following airports.                   | H122 |

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

4. Date Approval is effective:

Amendment Number:

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

Date:

A005. Exemptions and Deviations

HQ Control 02/11/05  
HQ Revision 020

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

b. Exemptions.

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

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

c. Deviations.

| Deviation Authority | Deviation From | Description                                | Conditions and Limitations |
|---------------------|----------------|--------------------------------------------|----------------------------|
| 135.21(a)           | 135.21(a)      | Authorizes deviation from required manuals | N/A                        |

1. Issued by the Federal Aviation Administration.
2. Support information reference:
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4. Date Approval is effective:

Amendment Number:

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

Date:

A006. Management Personnel

HQ Control: 02/10/98  
HQ Revision: 02b

The certificate holder is authorized the following management positions:

- a. The certificate holder uses the following named personnel in the 14 CFR Part 135 management positions listed below.

| Part 119 Position Title      | Name:        | Company Equivalent Position Title: |
|------------------------------|--------------|------------------------------------|
| Dir. of Operations, Part 135 | Milo, Joseph | Dir. of Operations, Part 135       |

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

4. Date Approval is effective:

Amendment Number:

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Date:

A007. Other Designated Persons

HQ Control 12/19/06  
HQ Revision 020

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

Joseph Milo  
240 Montauk Highway  
Westhampton Beach, NY 11978

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

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

| Title                        | Name         | Parts Authorized |
|------------------------------|--------------|------------------|
| Dir. of Operations, Part 135 | Milo, Joseph | ABCDE            |

- 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 |
|--------------|---------------|---------------|--------------------------------|
| Milo, Joseph |               |               | Both OPS/AW                    |

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

4. Date Approval is effective:

Amendment Number:

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Date:

**A008. Operational Control**

HQ Control 01/04/07  
HQ Revision 020

a. The system described or referenced below shall be used by the certificate holder that conducts operations under 14 CFR Part 135 to provide operational control for its flight operations. The essential elements of operational control described in subparagraph d. below must be included or described in that system.

The certificate holder is a Single Pilot operator issued OpSpec A040. The pilot listed in OpSpec A040 has sufficient knowledge of the certificate holders OpSpecs in order to determine whether a Part 135 flight or series of flights can be initiated, conducted, or terminated safely in accordance with all appropriate regulations, OpSpec authorizations, OpSpec limitations, OpSpec procedures, and the aircraft maintenance and MEL requirements. The pilot listed in OpSpec A040 is responsible for filing the appropriate flight plan for each Part 135 flight to be conducted and to notify the FAA and the certificate holders main office (if applicable) of any emergency operation by radio, telephone, or other pre-arranged method of communication.

b. Certificate Holder Responsibilities:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The certificate holder ensures that the maintenance of the aircraft continues to adhere to the certificate holder's maintenance program at all times or, when the aircraft is returned to the certificate holder but before the aircraft is operated under Part 135 again by the certificate holder, that aircraft undergoes an appropriate airworthiness conformity validation check.

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

(4) Use of Other Business Name(s) (DBAs):

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

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

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

(5) Aircraft Operation Agreements and Other Arrangements.

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

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

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

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

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

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

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

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

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

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

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

(A) Such non-management persons shall meet the requirements of Section 119.69(d), and their names, titles, and duties, responsibilities, and authorities shall be specified in the general operations manual, or described in subparagraph a. above, or

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

(7) Operational Control Information Requirements:

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

(b) The system of operational control for Part 135 operations must ensure that each pilot is knowledgeable that the failure of a pilot to adhere to the certificate holder's directions and instructions, or compliance with directions or instructions from an aircraft owner (other than the certificate holder), or any other outside private person or private entity, that are contrary to the certificate holder's directions or instructions, while operating aircraft under these operations specifications, may be contrary to Parts 119 and/or 135, and therefore may be subject to legal enforcement action by the FAA.

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

(i) Air Traffic Control instructions, clearances, Notices to Airmen (NOTAMs) received from FAA or cognizant foreign Air Traffic Control authorities.

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

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

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

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

Date:

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A009. Airport Aeronautical Data

HQ Control 12/05/97  
HQ Revision 01b

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

(1) Milo Air shall obtain, maintain, and distribute the most current required airport aeronautical data for each flight to be conducted in accordance with these Operations Specifications.

1. Issued by the Federal Aviation Administration.
2. Support information reference:
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4. Date Approval is effective:

Amendment Number:

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Date:

A010. Aeronautical Weather Data

HQ Control 06/18/03  
HQ Revision 02a

- a. The system described or referenced in this paragraph is used by the certificate holder to obtain and disseminate aeronautical weather data for the control of flight operations.

N/A

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

Table 1

| Original Date of EWINS<br>Manual | Last Revision of EWINS<br>Manual |
|----------------------------------|----------------------------------|
| N/A                              | N/A                              |

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

Table 2

| Qualified Internet Communications Providers |
|---------------------------------------------|
| DTC DUAT, CSC DUATS, FLTPLAN, LLC.          |

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

4. Date Approval is effective:

Amendment Number:

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Date:

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

HQ Control: 02/10/98

HQ Revision: 00b

a. The certificate holder is authorized to conduct a pretakeoff contamination check or use an approved alternate procedure as described below.

(1) At any time the conditions are such that frost, ice, or snow may reasonably be expected to adhere to the aircraft, the certificate holder will check the aircraft prior to takeoff or use an approved alternate procedure. The check/procedure shall ensure that the wings, control surfaces, propellers, engine inlets, and other critical surfaces are free of frost, ice, or snow.

(2) Procedures for the conduct of this check or its alternate are described or referenced in this paragraph.

The Operator will determine that the aircraft is free from any contamination before takeoff.

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

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

4. Date Approval is effective:

Amendment Number:

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

Date:

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**A042. Authorization for 14 CFR Part 135 Aircraft Operations  
Without a Deicing/Anti-icing Procedure**

HQ Control: 01/15/03  
HQ Revision: 01a

- a. When the Certificate Holder Does Not Operate in Ground Icing Conditions. The Part 135 ground deicing rule does not apply to the certificate holder who does not operate in ground icing conditions. Under the regulation, ground icing conditions exist any time weather conditions are such that frost, ice, or snow may reasonably be expected to adhere to the aircraft. The certificate holder who does not operate in ground icing conditions is not required to train its pilots or develop pretakeoff contamination procedures.
- b. If ground icing conditions do not exist at anytime during the certificate holder's operation, the certificate holder is authorized to operate without a ground deice/anti-icing procedure.

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

4. Date Approval is effective:
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Amendment Number:

Date:

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A096. Actual Weight Program For All Aircraft

HQ Control: 05/27/05  
HQ Revision: 010

a. The certificate holder is authorized to use only actual weights when determining the aircraft weight and balance.

(1) This includes the passenger weights, carry-on bag weights, checked bag weights, plane-side loaded bag weights, and heavy bag weights, and/or

(2) Actual weights of all passengers and bags or solicited ("asked") passenger weight plus 10 pounds and actual weight of bags.

b. If this operations specification is issued, operations specifications A097, A098 and A099 must not be issued.

c. Operations specification A011 must be issued if the certificate holder has a carry-on baggage program.

d. The following aircraft must use actual weights:

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

(2) All reciprocating-powered aircraft, and

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

e. Cargo-Only aircraft jumpseat and/or additional crewmembers.

(1) For large and medium cabin aircraft used in cargo-only operations, jumpseat occupants and/or additional crewmembers must be accounted for using their actual weight, solicited ("asked")-weight plus ten pounds, or the standard average flight crewmember weight of 190 pounds (as revised by AC 120-27).

(2) For small cabin aircraft used in cargo-only operations, jumpseat occupants and/or additional crewmembers must be accounted for using their actual weight, or solicited ("asked")-weight plus ten pounds.

(3) Each bag carried aboard a cargo-only aircraft by a jumpseat occupant and/or additional crewmember will be accounted for as 30 pounds each (as revised by AC 120-27).

(4) For cargo-only operated aircraft, standard flight crewmember average weights and flight crewmember average bag weights, as listed in AC 120-27 (as revised) may be included in the basic empty weight of the aircraft.

f. The following loading schedules and instructions shall be used for routine operations:

Table 1 – Loading Schedules and Instructions for Routine Operations

| Aircraft M/M/S | Type Loading Schedule                  | Loading Schedule Instructions | Weight and Balance Control Procedure |
|----------------|----------------------------------------|-------------------------------|--------------------------------------|
| BE-35-C35      | American Aeronautics Plotter and Graph | Beech C 35, AAF2503           | Graph/Plotter                        |

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1. Issued by the Federal Aviation Administration.
  2. Support information reference:
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**A447. Emergency Airworthiness Directives (EAD)  
Notification Requirements**

HQ Control: 07/30/03  
HQ Revision: 00a

- a. The owner or operator of the aircraft identified in the certificate holder or operator's aircraft listing is primarily responsible for maintaining that aircraft in an airworthy condition as required by 14 CFR §91.403(a) and Part 39. OpSpec A447 paragraph establishes emergency AD notification for Part 135 operators. Part 135 operators are asked to use a mailing address for official notification and there is no receipt to Aircraft Certification (AIR) required.
- b. The following person/organization is designated as the certificate holder's AD Notification Representative for notice of Emergency ADs and in the notification address so indicated in subparagraph b(1):

(1) Designated person/organization for Emergency AD notification:

| Person/Organization Name | Phone Number (24-hour when possible) | Mailing Address                              | E-Mail           |
|--------------------------|--------------------------------------|----------------------------------------------|------------------|
| Joseph Milo              | (516)551-6969                        | 240 Montauk Highway<br>Westhampton, NY 11978 | JOEN10JR@AOL.COM |

*(Note: Aircraft Certification (AIR) uses facsimile and/or US Mail for official notification of the Emergency ADs. AIR no longer use SITA or ARINC codes for electronic notification. AIR does not use E-mail for official Emergency AD notification at this time);*

- (2) To expedite notification, air carrier may opt to access the web site and print a copy of the AD. All ADs are posted on the internet at <http://www.airweb.faa.gov/rgl>.
- c. To maintain the currency of this operations specification, if any of the information contained in subparagraph b above changes, the certificate holder shall amend the operations specification in accordance with 14 CFR §119.51(c).

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

HQ Control: 01/22/04  
HQ Revision: 000

- 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 121 Appendices I and J and 49 CFR Part 40 for its Antidrug and Alcohol Misuse Prevention Program.
- b. Antidrug and Alcohol Misuse Prevention Program records are maintained and available for inspection by the FAA's Drug Abatement Compliance and Enforcement Inspectors at the location listed in Table 1 below:

**Table 1**

|                  | <b>Location of Antidrug and Alcohol Misuse<br/>Prevention Program Records:</b> | <b>Telephone Number:</b> |
|------------------|--------------------------------------------------------------------------------|--------------------------|
| <b>Address:</b>  | Milo Air                                                                       | (516)551-6969            |
| <b>Address:</b>  | 420 Montauk Highway                                                            |                          |
| <b>City:</b>     | Westhampton                                                                    |                          |
| <b>State:</b>    | NY                                                                             |                          |
| <b>Zip code:</b> | 11978                                                                          |                          |

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 121, Appendices I and J, 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 50 or more safety-sensitive employees.

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**B031. Areas of En Route Operation**

HQ Control: 02/09/2001

HQ Revision: 01e

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

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

HQ Control: 09/12/97  
HQ Revision: 020

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

| Authorized Areas of En Route Operation                             | Reference Paragraphs | Note<br>Reference # |
|--------------------------------------------------------------------|----------------------|---------------------|
| USA - The 48 contiguous United States and the District of Columbia | B31                  | N/A                 |

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<br>Reference # | Limitations, Provisions, and Special Requirements |
|---------------------|---------------------------------------------------|
| N/A                 | None                                              |

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Date:

Operations Specifications

D085. Aircraft Listing

HQ Control: 02/06/98  
HQ Revision: 02a

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

| Registration No. | Serial No. | Aircraft M/M/S |
|------------------|------------|----------------|
| N5946C           | D3307      | BE-35-C35      |

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

HQ Control: 08/22/00  
HQ Revision: 000

The certificate holder is authorized to use the following aircraft type identified below in its 14 CFR Part 135 nine seats or less operations provided these aircraft have met the additional maintenance requirements of Section 135.421:

- a. Aircraft Engine. Each installed engine, to include turbosuperchargers, appurtenances and accessories necessary for its functioning shall be maintained in accordance with the maintenance documents listed in the following table. The engine shall be overhauled on or before the time-in-service interval shown in the table.
- b. Propeller and Propeller Control (governor). Each installed propeller and propeller control components supplied by its manufacturer shall be maintained in accordance with the maintenance documents listed in the following table. The propeller and propeller control shall be overhauled on or before the time-in-service interval shown in the table.

**Aircraft Engine, Propeller, and Propeller Control (Governor)**

| Airplane Type<br>M/M/S | Engine                  |                         |                                 | Propeller                                  |                         |                                                            | Governor            |                         |                                                       |
|------------------------|-------------------------|-------------------------|---------------------------------|--------------------------------------------|-------------------------|------------------------------------------------------------|---------------------|-------------------------|-------------------------------------------------------|
|                        | Make &<br>Model         | Maintenance<br>Document | Time-in-<br>Service<br>Interval | Make &<br>Model                            | Maintenance<br>Document | Time-in-<br>Service<br>Interval                            | Make &<br>Model     | Maintenance<br>Document | Time-in-<br>Service<br>Interval                       |
| BE-35-C35              | Continental<br>IO-470-N | X30588A                 | 1500                            | Hartzell<br>PHC-L-3YF-<br>1F/F8468A-<br>6R | 113B                    | 2400 HRS<br>OR 72<br>MONTHS,<br>whichever<br>occurs first. | Woodward<br>210-452 | 33017                   | 6 Years,<br>minimum 120<br>hour per year<br>of usage. |

Operations Specifications

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

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

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

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

| Emergency Equipment                    |                                       |                            |
|----------------------------------------|---------------------------------------|----------------------------|
| Emergency Equipment Items              | Maintenance Document                  | Limitations and Provisions |
| REGENT LIFE VEST RSS-301               | REGENT                                | NONE                       |
| ELT, AMERIKING, AK450                  | IM-450                                | NONE                       |
| FIRE EXTINGUISHER, FIRST ALERT, KFE2S5 | NFPA MANUALS AND PLACARD INSTRUCTIONS | NONE                       |

Operations Specifications

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D485. Aging Airplane Inspection and Records Review

HQ Control: 11/12/03  
HQ Revision: 000

- a. The Aging Aircraft Safety Act of 1991 requires the Administrator to make inspections and review the maintenance and other records of each aircraft an air carrier uses to provide air transportation. The certificate holder who conducts operations under 14 CFR Part 121, Part 135, or Part 129 using the airplanes identified on this Operations Specification may not use those airplanes in air transportation unless inspections are accomplished as required by the applicable regulations in 14 CFR Part 121, Part 135, or Part 129, as applicable.
- b. The airplanes that this inspection and records review is applicable to include:
  - (1) All Part 121 airplanes (14 CFR Section 121.368)
  - (2) All Part 135 multi-engine airplanes used in scheduled service (14 CFR Section 135.422/423)
  - (3) All Part 129 U.S.-registered multi-engine airplanes (14 CFR Section 129.33).
- c. The airplanes that may be excluded from this inspection and records review are:
  - (1) Airplanes operated solely within the state of Alaska
  - (2) Airplanes that are operated under 14 CFR Part 135 as "On-Demand"
  - (3) Airplanes in storage and not currently being operated under 14 CFR Part 121, 135, or 129 operations (However, the required records review and inspection must be accomplished before such airplanes in storage may be placed into service after the applicable compliance date in accordance with the sections of the CFR listed in subparagraph b above)
  - (4) Airplanes that have not reached the age of the required records review and inspection.
- d. This paragraph serves as notification to the FAA of completion of the required records review and airplane inspection to comply with the Aging Airplane Safety Act. Official Notification to the operator will be made by the CHDO and this date will be used to determine due date of next required inspection. Table 1 of this document must be completed as described in subparagraph e below.
- e. Paragraph Completion Instructions. The following instructions are to be used to complete the required records and airplane inspection in Table 1 of this paragraph. Remember: ALL cells in the table MUST be filled out before activating the paragraph!
  - (1) Load ALL airplanes in the certificate holder's Aircraft Authorization information into Columns 1, 2, 3 and 4.
  - (2) For each airplane that requires this records review and inspection:
    - a. Enter the date of airplane manufacture as indicated on the airframe data plate or the original airworthiness certificate, whichever is oldest, in Column 5
    - b. Enter "Not Completed" in Column 6, Column 7, and Column 8, as applicable, to indicate that the inspection and/or records review has not yet been complete
    - c. When the appropriate inspection is complete, insert the month and year of the accomplishment in Column 6 and Column 7, as applicable

d. When both inspections are complete, enter the date (month/year) that the official notification was sent to the certificate holder in Column 8.

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

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

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

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

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

- a. Load the airplanes in Columns 1 through 4 per Item (1) above.
- b. Select and enter "Storage-Not Completed" in EACH of the following columns: Column 5, Column 6, Column 7, and Column 8.

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

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

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

TABLE 1

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

| *Registration No.<br>(Col. 1)         | *Serial No.<br>(Col. 2) | *Nose Number, If Applicable<br>(Col. 3) | *Airplane M/M/S<br>(Col. 4) | Date of Airplane Manufacture<br>(Col. 5) | Airplane Inspection Completed<br>(Col. 6) | Records Review Completed<br>(Col. 7) | Operator Notification<br>(Col. 8) |
|---------------------------------------|-------------------------|-----------------------------------------|-----------------------------|------------------------------------------|-------------------------------------------|--------------------------------------|-----------------------------------|
| No multi-engine airplanes in database | N/A                     | N/A                                     | N/A                         | On-Demand (135) - N/A                    | On-Demand (135) - N/A                     | On-Demand (135) - N/A                | On-Demand (135) - N/A             |

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Print Date: 03-11-2008

D485-2  
MILO AIR INC

CERTIFICATE NO.: J80A578L

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Date:

SHIMMY DASHN  
RED BUCKSKY  
RUE  
LUNNET A.O. STANUS  
ACTIVATED

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