

National Transportation Safety Board

Investigation: ERA24FA136

Date: March 10, 2024

Aircraft: N1125A, Israel Aircraft Industries, 1125 Westwind Astra.

Injuries: 5 POB, 5 Fatal.

Location: Hot Springs, Virginia

Operator: SkyJet Elite Corp. (Part 135). Part 91 Operation.

This paper contains a review of operational and organizational factors subject to the NTSB investigation involving N1125A, Hot Springs, Virginia.

OVERVIEW

On March 10, 2024, about 1452 eastern daylight time, an Israel Aircraft Industries, Westwind Astra 1125 airplane, N1125A, was involved in an accident at the Ingalls Field Airport (HSP), Hot Springs, Virginia. The airline transport pilot, commercial pilot, and three passengers were fatally injured. The airplane was operated by SkyJet Elite under the provisions of Title 14 *Code of Federal Regulations* Part 91 as a personal flight.

Operator, Operational Control, SkyJet Elite

The operator was SkyJet Elite (Part 135) based in Fort Lauderdale, Florida. The flight was dispatched as a Part 91 non-revenue flight with SkyJet Elite's CEO onboard, with a SkyJet PIC and SIC. Also onboard was the CEO's wife and child. The flight crew were due to continue Part 91, repositioning to Teterboro, New Jersey after the passenger drop off at Hot Springs. On March 12, the flight crew were scheduled for Part 135 flying in the accident airplane.

A dry lease agreement for the accident airplane stated that operational control for all flights would be the responsibility of SkyJet Elite. The operator had a total of four Astra jets on the certificate, a Citation, and a Learjet. The PIC and SIC were qualified and current to operate the airplane, for Part 91 and Part 135 operations. The PIC was high time, but only had 63 hours in type. The SIC was low time and had 136 hours in type.

The PIC

The PIC was a 13,000 hour pilot that moved to the United States in 2014 from Venezuela. The FAA converted his Venezuela certificates to FAA certificates in 2014. His background was primarily flying large radial/ piston tailwheel airplanes (e.g., BE18, DC-3), until the last few years, having obtained a variety of Part 135 small jet PIC/ SIC opportunities.

The PIC of the accident flight was the officially designated Part 135 Chief Pilot¹ at SkyJet Elite. According to the former Director of Operations (DO) of SkyJet, who worked for the operator for about four years and ceased employment with them in November 2023, the PIC was hired as the Chief Pilot "in name only" and was a "place holder." The former DO

¹ According to the SkyJet DO, Ops Spec A006 stated that the PIC became Chief Pilot, February 14, 2023.

explained that the PIC/ Chief Pilot had little to no involvement in SkyJet during his tenure as DO at the operator.

The PIC began INDOC/ new hire onboarding in September 2022. The former DO, and current DO² of SkyJet, reported that the PIC was supposed to fly PA31 Navajos on the SkyJet Part 135 certificate. But from the fall of 2022 through the entirety of 2023, a Part 135 checkride was never completed. An oral exam (135.293a) was completed with the South Florida FSDO twice (2022, 2023 attempts), however, the practical examination was never attempted.

According to both DO's, maintenance issues were the reason the checkrides were never complete, and the PA31 airplanes were not used on the 135 certificate.

According to both SkyJet DO's, given that the PA31 flying had not materialized, the pilot worked at other 135 operators while being named as the Chief Pilot. The DO's were aware that he worked at AZTEC AIRWAYS, a part 135 operator of piston engine twins.

PIC Experience at Aztec Airways and Aerocare (while serving as Chief Pilot)

According to the CEO of AZTEC AIRWAYS, the PIC worked for him for about 5-6 years preceding the accident and remained employed at AZTEC AIRWAYS at the time of the accident. The CEO reported that the PIC flew tailwheel Beech 18 piston twins for him, in addition to the PA31.

The CEO reported that the PIC never had any training or flight performance issues. Further, the day before the accident, he had asked the PIC to become AZTEC AIRWAYS Chief Pilot, and the PIC had accepted the role. The CEO was aware at that time, the PIC also was the Chief Pilot at SkyJet. The CEO conducted flight training with the PIC over the years in twin engine piston airplanes and observed no deficiencies.

The PIC was also employed by Aerocare Medical Transport System, from May 2022 through January 2023. He was hired as a PIC Captain on the LR-JET and completed training satisfactorily at SIMCOM Orlando in June 2022. He was dismissed in January 2023 during downsizing, according to Aerocare.

The former SkyJet DO provided a PRD search record result for the PIC dated April 17, 2023. The PRD record provided one previous employer, Aerocare Medical Transport System, Inc. No training records or employment records were provided in the PRD. There were no 'current employers' listed.

According to both SkyJet DO's, they were aware of the Aztec Airways employment and also what they described as part-time employment at REVA, a Part 135 Learjet Air Ambulance operator.

PIC REVA Employment and Dismissal

² Started employment with SkyJet in October 2023.

According to REVA, the PIC was hired in May of 2023 as a PIC candidate for the Learjet 31. REVA reported that he struggled tremendously at Flight Safety PIC ground and simulator training and that he needed extra time, and failed his checkrides, before ultimately, with more time, passing the PIC 135 checkrides. Although the PIC passed the Flight Safety training, REVA downgraded his assignment to SIC.

During his initial operating experience (IOE) at REVA, after five trips, standards Captains at REVA informed the Director of Operations, the accident pilot was not able to fly to Part 135 standards. Three standards Captains at REVA were interviewed and provided similar accounts of the PIC's flight performance. He demonstrated a lack of adherence to SOPs, poor CRM, poor checklist usage, required constant reminders, could not manage the FMS, and had poor aircraft control. One check airman said there was no way he actually held 13,000 flight hours and could not believe he passed Flight Safety training and was sent to the line. In September 2023, the PIC was dismissed from REVA.

According to the SkyJet DO (current), and training records, around the same time as the PIC's difficulties at REVA, activity started again on getting the PIC ready for the PA31 SkyJet flying.

In June 2023, SkyJet attempted to obtain a background check through "NATA" while also attempting to gather his PRIA records. The form was never completed fully by the PIC, and NATA informed SkyJet multiple times, that the background check would not be processed due to the form error made by the pilot. The PIC only listed AZTEC AIRWAYS on the PRIA forms and did not disclose the REVA employment, or Aerocare Air Ambulance Service, on the PRIA forms. He did list that he was in a DOT Drug Test Program at REVA.

REVA confirmed that in June 2023, they proactively uploaded the checkride UNSAT and SATs into PRIA, and also updated PRD when he was dismissed in September 2023. Neither SkyJet DO's were aware of the PIC's training difficulties and ultimate dismissal from REVA.

PIC Re-Start of SkyJet Activity

In July and August 2023, the PIC passed an oral exam for the PA31 PIC 135.293(a), again, but a practical examination was never attempted. According to both DOs, the reason was due to ongoing maintenance issues with the PA31. The former DO of SkyJet reported that it was his memory, the FAA POI would constantly ask when the checkride could be finished.

The SkyJet DO (current), discovered that in December 2023, when a decision was made to allow the PIC to attend Astra PIC training at Flight Safety, his employment file had no background check or fingerprints. The SkyJet DO said that he did not run a PRIA or PRD in December 2023, because the PIC was not a new hire.

The former SkyJet DO explained that he made it very clear to the CEO of SkyJet (fatally injured in the accident), that he would never sign off on the PIC serving as PIC in the Astra Jets. He described a general lack of confidence in his ability. According to the former DO, he believes the CEO was 100% responsible for sending the PIC to Flight Safety and

allowing him into the PIC Astra position. The decision to send the PIC to Astra training was made about one month after the former DO's exit from SkyJet.

PIC Training in the G-100 Astra

The PIC completed Flight Safety PIC ground and simulator training satisfactorily on January 28, 2024. The PIC completed 11 simulator training sessions from January 12, 2024, through January 27, 2024, prior to taking his checkride on January 28, 2024. A review of the flight instructor's comments showed FMS as a weakness in 8 of the 11 sessions including the session prior to the checkride. There were also multiple comments stating the PIC had set the wrong minimums during instrument approach procedures. For the simulator session prior to the checkride, SIM 7, the PIC was paired with a different instructor than his primary instructor for the purpose of a line-oriented simulator training session. The instructor was interviewed and reported that after the session he felt the PIC was not ready for the checkride and needed more training. The recommendation the instructor wrote on the grade sheet stated "Needs a lot of help with the FMS. Client needs much more training time to be a safe and effective PIC." The pilot passes his checkride on January 28, 2024, and was issued a PIC type rating G-100, IA-1125.

On January 31, 2024, the PIC completed a 135.293 oral exam satisfactorily with the South Florida FSDO (FAA POI), and on February 7, 2024, he completed a 135.299 (PIC Line Check) satisfactorily with the South Florida FSDO (.7 hours) (FAA POI). The PIC flew the line as PIC and SIC from February - March 2024, Part 91 and Part 135.

PIC Resume on-file at FSDO-19 (Estimated Date - July 2023 or Later)	Notable Activity
CLAUDIO JOSE ALBERTO COLMENARES PEREZ. Cell: [REDACTED] Sunrise FI-33323 E-Mail: [REDACTED] OBJECTIVE: Employment as Flight Officer. FLIGHT TIME-TOTAL: 13,776 PIC: 6185 Turboprop: (2410) LET-410; AN-26; CESSNA CARAVAN I; TWIN OTTER; EMBRAER 110, SHORT SD-330, BE-18T SIC: 6921 JET SIC: (1230) DC-9; IA-JET; LR-JET. JET PIC: (456); LR-JET Multi-Engine: (7794) DC-3; BE-18; C-402; C-421; C-340; C-310; PA34; BN-2 Single-Engine: (5312) Night: (3327) Actual Instrumental: (4828)	August 2022 - November 2022 SkyJet Elite, Basic Indoctrination Ground, Complete
PROFESIONAL EXPERIENCE SKY JET / CHIEF PILOT PART-135 / Fort-Lauderdale-FL-Usa / Nov 2022 / Actual. AZTEC AIRWAYS / CAPTAIN PART-135 / Miami- FL - Usa / BE-18/ Dec. 2016 - Actual. SUNRISE AIRLINES/CAPTAIN PART-135/Miami-FL-Usa/C-402-PA31-VFR-135/2015-16/2020-Actual AEROCARE / CAPTAIN PART-135/ Aurora- IL-Usa / LR-JET / May 2022 / Jan 2023. CHARTER AIRLINES/FIRST OFFICER PART-135/FL-Executive-FL-USA/LR35 / May 2019-Aug 2019. GE AIRLINK /CAPTAIN PART-135 / Fort-Lauderdale FL -Usa / BE-18 Turboliner/ Jun 2018 - May 2019. AG PILOT/ Acarigua - Venezuela/ CAPTAIN/ PA-25- GRUMMAN- AIRTRACTOR - PA-36- PZL- DROMADER - C-188 - TRUSHCOMANDER/ 1990 - 2015 FLIGHT INSTRUCTOR / Venezuela/ ICARO / AEROCUB VALENCIA/ HELICA / EFACA / 1990 - 2015 RAINBOW/ Porlamar-Venezuela / CAPTAIN / LET-410/ CHIEF INSTRUCTOR / 2007 - 2008. SOLAR CARGO / Valencia - Venezuela / CAPTAIN /AN-26/ CHIEF INSTRUCTOR / 2006 to 2007. AEROEJECUTIVOS/ Caracas-Venezuela/ CAPTAIN/DC-3/ DIRECTOR OF OPERATIONS /2004 to 2006 ASERCA / Valencia-Venezuela / CAPTAIN/ CESSNA-402 / CO-PILOT - DC-9 / 2000-2003 SERVIVENSA / Puerto Ordaz -Venezuela/ CAPTAIN/DC-3 / 1995- 1999 RUTACA / Ciudad Bolivar- Venezuela/ CAPTAIN / DC-3 - CESSNA-206- EMB-110/ 1993-1995 AEROTUY/ Caracas-Venezuela / CAPTAIN/ CARAVAN I - TWIN OTTER / 1988 - 1990	November 2, 2022 Part 135.293, Oral Only, Complete (PA31) South Florida FSDO (FSDO-19) *Never completes PIC checks for PA31. Never flies PA31 Part 135.
EDUCATIONS & AERONAUTICAL TRAINING Aeroclub Guirino - Private Pilot - 1979-1980 Escuela Aeropaez - Commercial Pilot - 1985 Escuela Efaca - Flight Instructor - 1989 Escuela Efaca - AG-Pilot - 1990 Panam - Inicil DC9-2000 A-1 Florida Flight Training, Inc- Certificate Number 3807666 - ATP- May 2015 Flight Safety - Initial LR35 - May 2019. Simcom- Recurrent C421c - June 2019 Simcom - Upgrade LR31/LR35/LR55 -June. 2022 Simcom- Recurrent LR31/LR35/LR55 - Dec. 2022 Flight Safety - Initial LR31 - Jun 2023.	April 17, 2023 PRIA/ PRD search record provided by former SkyJet DO. • One employer listed in PRD, AeroCare (LR operator) • No training or employment records in PRD.
MEDICAL INFORMATION FAA Medical Certificate. First Class - Jul 2023.	May 24, 2023 - September 12, 2023 REVA Employment (Learjet Operator) • Hired as a PIC for the LR - May 23' • UNSAT checkride, multiple areas. Corrected to SAT (June 19, 2023). Downgraded to SIC by REVA. • SIC IOE, washed out... "Part 91 Cowboy" • Fired Sept 12, 2023. Only completed 5 trips.
REVA Training	June 23, 2023 SkyJet Elite sends out background check, drug test request. NATA Order Form. PIC consented to release of records from Aztec Airways. PRIA not obtained June 23'.
Date of Resume - At least July 2023 or Later	July 18, 2023 SkyJet requests for a Part 135.293, 297, 299 check. Initial Part 135 check (PA31), to the South Florida FSDO (FSDO-19) Requested by former SkyJet DO
	August 2, 2023 Part 135.293, 297, 299, PA-31-350 Oral marked as "S" ... Discontinued due to weather. South Florida FSDO (FSDO-19) *PIC never actually flies PA31 Part 135 for SkyJet Elite
	December 21, 2023 SkyJet Elite, Ascent Online Training, Basic Indoc Training RECURRENT - Complete
	January 28, 2024 Training Center: Flight Safety, 1172 DFW SkyJet Elite, PIC completes ground and SIM training for the G-100/ Astra ... Part 135(a)(2-3), (b)135.297 February 24' - March 24' PIC starts flying the line, PIC and SIC, SkyJet Elite

****END OF SUMMARY****

OPERATIONAL FACTORS

PILOT IN COMMAND, BACKGROUND, TRAINING, QUALIFICATIONS

PIC Certificates Held (Airman Blue Ribbon Review)

Airline Transport Pilot Certificate, AMEL

Type Ratings: G-100, IA-1125, IA-JET (SIC), LR-JET

January 28, 2024 - G-100, IA-1125 PIC Type (SkyJet Elite)

June 2022 (Upgrade) - LR-JET PIC (Aerocare Medical Transport System) (SIMCOM)

May 2019 - LR-JET SIC Only (Charter Airlines LLC)

October 2015 - IA-JET SIC Only (Issued via 61.55d, Part 91, No Air Carrier Listed)

July 10, 2014

Commercial Pilot (FOREIGN BASED ISSUANCE, VENEZUALA)

AMEL, ASEL, INST-A

*All limitations and restrictions on the Venezuela pilot license apply

*Issued on basis of and valid only when accompanied by Venezuela pilot license [REDACTED]

PIC Employment, Training, and Part 135 Check History

According to the pilot's resume and operator records, he had concurrent employment with other air carriers as he interacted with training/ Part 135 checks at SkyJet Elite. Per the operator, Pilot Annual Resume, dated November 2, 2022, the PIC was hired in September 2022, onto the Piper PA31.

According to the current Director of Operations (DO), SkyJet Elite, the PIC never completed the Part 135 checks to act as PIC on the PA31, at any time at SkyJet Elite. The PIC was hired as the Chief Pilot before the DO started working at the operator.

The PIC held concurrent employment with Aztec Airways, a Part 135 operator also based in Florida. According to Aztec Airways new hire paperwork, he was hired on December 5, 2016. According to the Aztec Airways CEO, the PIC flew the Beech 18 for his operation, as a Captain/ PIC. The most recent Part 135.293 check was completed satisfactorily on January 30, 2024, in the BE-18. The PIC completed a 293, 297, and 299 Part 135 check satisfactorily on October 17, 2023. According to the Aztec Airways CEO, he had asked the PIC to become the Chief Pilot for Aztec Airways a few days prior to the accident. The PIC had accepted the position and the CEO was preparing the resume for the FAA POI. The CEO reported that he was aware that the PIC was also the Chief Pilot of SkyJet.

August 2022 - September 2022

SkyJet Elite, Ascent Online Training, Basic Indoc Training
Initial, PIC, PA31

October 28, 2022 - November 2, 2022

SkyJet Elite Initial Master Training Record
Basic Indoctrination Complete

November 2, 2022

SkyJet Elite, Emergency Situation, Ground Training
Aircraft: PA31

The PIC never completed any checkride to act as PIC/SIC on the PA31.

June 16, 2022

*With Part 135, Aerocare Medical Transport Systems, pilot completed a LR-JET upgrade PIC type rating.
SIMCOM Aviation Training (Orlando, Florida)*

April 17, 2023

The former SkyJet DO provided a PRD search record result for the PIC. The PRD record provided one previous employer, Aerocare Medical Transport System, Inc. No training records or employment records were provided in the PRD. There were no 'current employers' listed. No accidents or incidents were listed, nor any disciplinary actions were reported.

June 23, 2023

SkyJet Elite, PRIA Request, NATA Order Form (Received June 30, 2023)

PIC consented to release of records from Aztec Airways.

**REVA is listed as an employer where PIC participated in DOT Testing Program. REVA not listed as an air carrier he worked for, nor was Aerocare Medical.*

December 21, 2023

SkyJet Elite, Ascent Online Training, Basic Indoc Training RECURRENT - Complete

January 31, 2024

SkyJet Elite, Emergency Situation, Ground Training

Aircraft: IA-1125

Proficiency Check Records

Aztec Airways 2016 - 2024

Numerous Satisfactory Part 135.293, 297, 299 Part 135 checks (Beech 18, PIC)

November 2, 2022

Part 135.293, Oral Only, Complete

Aircraft: PA31

FSDO (FSDO-19)

June 16, 2022

With Part 135, Aerocare Medical Transport Systems. Pilot completed a LR-JET upgrade PIC type rating.

SIMCOM Aviation Training (Orlando, Florida)

June 19, 2023

REVA Flight Training Record

Flight Safety Atlanta

Part 135.293, 135.297(Unsat, then Sat)

Level D Simulator LK31A (Assumed LR Training)

REVA HR Director - The pilot was let go for being a "Part 91 Cowboy" and washed out during IOE.

July 18, 2023

SkyJet requests for a Part 135.293, 297, 299 check.

Initial Part 135 check, to the South Florida FSDO (FSDO-19)

Requested by Daniel Buehner, Dir of Ops (no longer holds this position)

August 2, 2023

Part 135.293, 297, 299

PA-31-350

Oral marked as "S" ... Flight discontinued due to weather.

South Florida FSDO (FSDO-19)

Never completed flight portion of check. Never flew Part 135 in the PA31 for SkyJet.

January 28, 2024

Training Center Location: Flight Safety, 1172 DFW

Operator: SkyJet Elite

Part 135(a)(2-3), (b)135.297

Notes: FAA Type Check G-100/Astra PIC 61.157-TR, 135/247(a)(2) – night landings sat.

Duration of Check: 3.3 hours

Aircraft: G-100/ Astra

Evaluator: Mark Steven Allen

Check: Satisfactory

January 28, 2024

Flight Safety, Record of Training, SkyJet Elite

SkyJet Elite G100/Astra SPX 135 Initial INE Course, Gulfstream G100 – COMPLETE

January 31, 2024

Part 135.293 Check

IA-1125 Astra

SO-FL-FSDO-19

Oral examination only – “S”

February 7, 2024

Part 135.299 check

IA-1125 Astra (.7 hours)

SO-FL-FSDO-19. Check “Approved”

PIC Operator Record of Flight Experience

Pilot Resume Reported Flight Hours (Sometime in 2023)

Total Hours: 13,776

PIC: 6185

Jet PIC: 456

SIC JET: 1230

SkyJet Elite, Compliance Crew Electronic Pilot Logbook (Current as of Accident Date)

G-100 (IA-1125): 63 total (55 hours PIC)

Chief Pilot Qualifications

According to Part 119.71, management personnel, qualifications for operations conducted under Part 135, the following requirements would have needed to be met to serve as Chief Pilot of SkyJet Elite.

Part 119.71 Chief Pilot Requirement Excerpts	PIC/ Chief Pilot Background
<i>for a certificate holder conducting any operation for which the pilot in command is required to hold an airline transport pilot certificate a person must hold an airline transport pilot certificate with appropriate ratings</i>	The PIC held an ATP certificate. He was issued a PIC type rating with another Part 135 operator (LR-JET), June 2022. The PIC was issued a PIC type rating in the G-100 (IA-1125) in January 2024.
<i>Must be qualified to serve as pilot in command in at least one aircraft used in the certificate holder's operation and</i>	The PA31 aircraft were not used on the Part 135 certificate, nor did the PIC ever complete any Part 135 check on the PA31 certificate. It is not known if SkyJet flew a LR-JET. Regardless, the PIC never completed any SkyJet Elite Part 135/293, 297, 299 checks to act as PIC in a LR-JET. The PIC was issued a PIC type rating in the G-100 (IA-1125) in January 2024.
<i>In the case of a person becoming a Chief Pilot for the first time ever, have at least 3 years experience, within the past 6 years, as pilot in command of an aircraft operated under part 121 or part 135 of this chapter.</i>	The pilot met this requirement, with his PIC experience at Aztec Airways. According to the pilot's resume, he had never served as Chief Pilot for a Part 121 or 135 certificate, prior to SkyJet Elite.
<i>for a certificate holder that only conducts operations for which the pilot in command is required to hold a commercial pilot certificate, a person must hold at least a commercial pilot certificate. The Chief Pilot must be qualified to serve as pilot in command in at least one aircraft used in the certificate holder's operation.</i>	SkyJet Elite had multiple turbojet airplanes, thus an Airline Transport Pilot certificate would apply, rather than a commercial pilot certificate only (Per 135.243, PIC Qualifications)

SECOND IN COMMAND, BACKGROUND, TRAINING, QUALIFICATIONS

GAGAN GOPASANDRA SRINIVAS REDDY

SIC Certificates Held (Airman Blue Ribbon Review)

November 20, 2023

Commercial Pilot, IA-1125 G-100 SIC Type Rating Added
Initial Training, SkyJet Elite Air Carrier (135)

October 15, 2021

Commercial Pilot, AMEL (Added)
Practical Exam Passed (Attempt #1)

July 25, 2021

Commercial Pilot, ASEL, INST-A
Practical Exam Passed

July 23, 2021

Commercial Pilot, ASEL -

Practical Test Failure (Preflight, Systems, Emergency Procedures)

September 17, 2020

Private Pilot, Instrument Airplane -

Practical Exam Passed

September 4, 2020

Private Pilot, Instrument Airplane -

Practical Test Failure (ILS procedures)

June 1, 2020

Private Pilot, ASEL

January 17, 2020

Student Pilot

January 25, 2022

Flight Instructor, ASEL -

Flight Hours Listed, January 2022

Total Time: 276

PIC: 228

June 22, 2022

Flight Instructor, Added Instrument Airplane -

Flight Hours Listed, June 22, 2022

Total Time: 510

PIC: 463

Instrument: 113

MEL: 2

SIC Operator Records

Skyjet Elite, Date Hired: March 15, 2023

March 2023

Record of Training

Initial SkyJet Elite Training, Basic Indoc

Aircraft: PA31

No record of having flown PA31 or completed any further 135 checks on PA31.

SIC Proficiency Check Records

November 2, 2023

Flight Safety Training Commences

G100/Astra SPX

SIC Training Complete: Part 61.559(e), 135.293(a)(2)(3)(b)m 135.247(a)(3)(ii)(d)

November 20, 2023

Flight Safety (Dallas), Record of Training, SkyJet Elite
SkyJet Elite G100/Astra SPX 135 Initial Pilot – COMPLETE

October 30, 2023

Part 135.293(a), Oral Exam Only
Aircraft: None specified
SO-FL-FSDO-19, FAA Inspector Brian Hahn
Oral examination only – “S”

SIC Operator Record of Flight Experience

SkyJet Elite, Compliance Crew Electronic Pilot Logbook (Current as of Accident Date)

Total Hours:	1068
PIC Hours:	854
G-100 (IA-1125):	136
ASEL:	910
AMEL:	158

Airplane Owner and Dry lease (N1125A)

According to FAA registration records, the airplane was owned by Aviation Trust Company LLC. According to an aircraft dry lease agreement, the airplane was leased to SkyJet Elite Corp. The lease stated that SkyJet Elite will exercise operational control of the aircraft during all flight operations.

According to the SkyJet Elite website, they are a Part 135 on-demand charter operator based in Fort Lauderdale, Florida. They offered air charter services in the accident airplane make and model, the Piper PA31 Navajo, Citation series airplanes, and the Learjet 55 series airplanes. They appear to be a small Part 135 operator, with 5 or less airplanes and a dozen or fewer pilots.

According to the operator’s Director of Operations, the male passenger onboard was a part-owner of SkyJet Elite (CEO) and was a part owner of the accident airplane.

Summary of N1125A Dry Lease

1. The lessee for the aircraft was SkyJet Elite Corp.
2. The lease term started in November 2023 and was effective at the time of the accident (12 month term)
3. *The lease stated, Operational Control – Lessee (SKY JET ELITE CORP) shall exercise operational control of the aircraft during ALL FLIGHT OPERATIONS DURING THE TERM.*
4. The aircraft may be flown Part 91, but under the SkyJet Elite GOM.

5. The flight was 'dispatched' by Skyjet Elite

Crew Itinerary, 'Dispatch' Release

Leg 1: FLL-HSP (Non-revenue passengers/ part-owner)

Leg 2: HSP - TEB (Part 91, reposition, no passengers)

Skyjet Elite JET-ELITE 110 Lee Wegener Blvd, Suite 323 Ft. Lauderdale, FL 33315 sales@skyjetelite.com 561-466-6031 754-610-5616		Client: Skyjet Elite ops@skyjetelite.com	
Crew Itinerary (73GR50)			
Leg 1: Pax: 2 FLL 03/10/2024 - 11:30 EDT (15:30 Z) → 2:06 HSP 03/10/2024 - 13:36 EDT (17:36 Z) Leg 2: Pax: 0 HSP 03/10/2024 - 14:36 EDT (18:36 Z) → 1:06 TEB 03/10/2024 - 15:42 EDT (19:42 Z)			
		N1125A Gulfstream G100	
Segment status			
FLL-HSP		Released	
HSP-TEB		Released	
Leg 1: FLL→HSP Part 91 Distance: 713 nm - Block: 2:06 - Flight: 1:54 - Time change: 0			
DEPARTS: Sun, Mar 10th 11:30 EDT 15:30 Z		ARRIVES: Sun, Mar 10th 13:36 EDT 17:36 Z	
FLL - Hollywood Intl Sheltair Aviation Services 1100 Lee Wegener Blvd Fort Lauderdale, Florida 33315 954-359-3200 / A2G: 130.100		HSP - Ingalls Field Ingalls Field Arpt 6240 Airport Road Hot Springs, Virginia 24445 540-839-5326 / A2G: 123.000	
Crew PIC: Claudio Jose Alberto Colmenares Perez - 786-416-2815, jcolmenares22@hotmail.com SIC: Gagan Gopasandra Srinivas Reddy - 7869613244, gagan@skyjetelite.com			
Release status: Released on: 03/10/2024 00:49 Z by B Diaz Fees (HSP): Ingalls Field Arpt / Landing fee: \$0 / Ground handling fee: \$150, waived with 1 gals / Infrastructure fee: \$0 / Parking fee: \$100 Fees (TEB): Jet Aviation / Landing fee: \$62 / Ground handling fee: \$575, waived with 250 gals / Infrastructure fee: \$100 / Parking fee: \$242 Fuel (HSP): Ingalls Field Arpt / Retail: 1+; \$6.95 HSP: AEG Fuel release - \$6.36 (Recommended to skip fueling) Landing fee \$75 (waived with 150gals)			
Pax (2) ☐ Alfredo Diaz (Male - 4/15/84 - 170 lbs) (Primary) ☐ Ksenia Shanina (Female - 6/26/91 - 120 lbs)			
Total pax weight: 290 lbs			

Leg 2: HSP→TEB Part 91		Distance: 319 nm - Block: 1:06 - Flight: 0:54 - Time change: 0																
DEPARTS: Sun, Mar 10th 14:36 EDT 18:36 Z		ARRIVES: Sun, Mar 10th 15:42 EDT 19:42 Z																
HSP - Ingalls Field Ingalls Field Arpt 6240 Airport Road Hot Springs, Virginia 24445 540-839-5326 / A2G: 123.000		TEB - Teterboro Jet Aviation 112 Charles Lindbergh Dr Teterboro, New Jersey 07608 201-462-4000 / A2G: 131.425																
Crew PIC: Claudio Jose Alberto Colmenares Perez - 786-416-2815, jcolmenares22@hotmail.com SIC: Gagan Gopasandra Srinivas Reddy - 7869613244, gagan@skyjetelite.com																		
Release status: Released on: 03/10/2024 00:49 Z by B Diaz Fees (HSP): Ingalls Field Arpt / Landing fee: \$0 / Ground handling fee: \$150, waived with 1 gals / Infrastructure fee: \$0 / Parking fee: \$100 Fees (TEB): Jet Aviation / Landing fee: \$62 / Ground handling fee: \$575, waived with 250 gals / Infrastructure fee: \$100 / Parking fee: \$242 Fuel (HSP): Ingalls Field Arpt / Retail: 1+; \$6.95 HSP: AEG Fuel release - \$6.36 (Recommended to skip fueling) Landing fee \$75 (waived with 150gals)																		
Pax (0) No passengers for this segment																		
<table border="1"><thead><tr><th>For</th><th>Name</th><th>Address</th><th>Phone</th><th>Confirmation #</th></tr></thead><tbody><tr><td>Hotel</td><td>Crew</td><td>Hilton Garden Inn Ridgfield Park 70 Challenger Road Ridgfield Park, NJ 07660</td><td>(201) 641-2024</td><td></td></tr><tr><td colspan="5">Crew Hotel: Hilton Garden Inn Ridgfield Park, 201-641-2024 70 Challenger Rd 10 Mar to 11 Mar @ 109.00 USD /night Call: 6PM CXL ON ARR DATE Conf: 3482700725 for Colmenares Conf: 3486530222 for SRINIVASREDDY</td></tr></tbody></table>				For	Name	Address	Phone	Confirmation #	Hotel	Crew	Hilton Garden Inn Ridgfield Park 70 Challenger Road Ridgfield Park, NJ 07660	(201) 641-2024		Crew Hotel: Hilton Garden Inn Ridgfield Park, 201-641-2024 70 Challenger Rd 10 Mar to 11 Mar @ 109.00 USD /night Call: 6PM CXL ON ARR DATE Conf: 3482700725 for Colmenares Conf: 3486530222 for SRINIVASREDDY				
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Dry Lease Excerpts

AVIATION TRUST COMPANY, LLC, TRUSTEE - LESSOR A Delaware limited liability company		SKYJET ELITE, CORP - LESSEE a Florida Corporation	
By: _____	DocuSigned by: [Redacted Signature] DBDCF1FEB4B74C8...	By: _____	DocuSigned by: [Redacted Signature] F7EAF85586C41F...
Printed: Shane Ingram, President		Daniel Perez, President	
Date: 11/13/2023		Date: 11/13/2023	

WHEREAS, Lessor and Lessee acknowledge that this Aircraft is *not* being designated as the Lessee's exclusive Aircraft pursuant to FAR Part 135.25 (b) and as such, may be flown under FAR Part 91 rules per the Lessee's General Operations Manual.

5.5 Operational Control. Lessee shall exercise Operational Control of the Aircraft during all flight operations conducted during the Term. Further, Lessee shall have exclusive possession, command, and control of the Aircraft, and the pilots of any flight by Lessee shall be under the exclusive command of Lessee. Lessee understands its responsibilities for Operational Control and the consequences of that responsibility.

The Operator, General Operations Manual Excerpts

Operational Control

According to the Director of Operations, in November 2023, N1125A was added to the SkyJet Elite Part 135 certificate/ Ops Specs. Below are notable excerpts from the GOM regarding operational control:

Operational control means the exercise of authority over initiating, conducting, or terminating a flight. SkyJet Elite is responsible for operational control of each flight conducted under its certificate and operations specifications and will ensure that all operations comply with the FAA issued operating certificate and OpSpecs, including deviations and exemptions.

Additionally, the Director of Operations or his delegate will ensure that the aircraft, crew, flight, and passengers are legal, and inform the crew which flight or series of flights will be conducted under 14 CFR Part 91 or Part 135 on their itinerary. The release on the itinerary is notification that SkyJet Elite is accountable and responsible for the safe operations of these flights or series of flights.

Note: PIC should be aware that failure to adhere to SkyJet Elite Operational control procedures and Operations Specifications A008 by not complying with directions and instructions while operating aircraft under these OpSpecs, may be contrary to 14 CFR Part 119 and 135, and therefore may be subject to legal enforcement action by the FAA. This includes pilot compliance with directions or instructions from an aircraft owner, other than SkyJet Elite or any other outside private person or private entity, that are contrary to SkyJet Elite's directions or instructions.

Part 91 - Flight that is not carrying revenue passengers or cargo.

Part 135 - Revenue flights that carry passengers or cargo.

3.13 Part 91 Operations

All flights conducted under part 91 of the FAR's will be conducted as prescribed in this Operations Manual and Release Authority of this chapter. The following operations may be considered part 91 operations.

- 1. Flights conducted for the aircraft owner*
- 2. Training flights*
- 3. Test flights*
- 4. Repositioning flights*
- 5. Ferry flights (maintenance only).*

Repositioning flights must be conducted under the following circumstances.

- 1. Permission for the flight is obtained from a person who is approved to exercise operational control*
- 2. No passengers or cargo may be aboard except employees and their baggage.*
- 3. Each crew member should be qualified and current under part 135 regulations*