

ERA25MA171

OPERATIONS

Group Chair's Factual Report - ATTACHMENT 5

OPERATIONS SPECIFICATIONS

April 10, 2025

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A001 . Issuance and Applicability

HQ Control: 09/26/2023

HQ Revision: 030

a. These operations specifications are issued to New York Helicopter Charter, Inc., whose principal base of operation is located at:

Primary Business Address:

Neponsit, New York 11694

The holder of these operations specifications is the holder of Air Carrier Certificate Number NY9A900I and shall hereafter be referred to as the certificate holder. The certificate holder is authorized to conduct:

On Demand	operations in	Common	carriage pursuant to Title 14 Code of Federal Regulations (CFR) Section	119.25(b) - Rotorcraft On-Demand	and provided, at all times, the certificate holder has appropriate written economic authority issued by the Department of Transportation.
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The certificate holder will conduct these kinds of operations in accordance with the specific authorizations, limitations, and procedures in these operations specifications and all appropriate Parts of the CFR.

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

c. The certificate holder is authorized to 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, repositioning, and the carriage of company officials using the applicable authorizations in these operations specifications, without obtaining a Letter of Authorization (LOA), provided the flight does not involve the carriage of persons or property for compensation or hire.

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



Digitally signed by Mark F. Burnett, Principal Maintenance Inspector (EA11)
[1] SUPPORT INFO: Updated to reflect FAA HQ template change per N8900.676
[2] EFFECTIVE DATE: 10/5/2023, [3] AMENDMENT #: 13
DATE: 2023.10.05 06:49:27 -05:00

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

[Redacted Signature]

10/05/2023

Jason Costello, Dir. of Operations, Part 135

Date

A002 . Definitions and Abbreviations

HQ Control: 04/25/2018

HQ Revision: 11e

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

<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 (b) Holding out to the public as willing to provide air transportation to a person with a health condition that requires medical personnel as determined by a health care provider including, but not limited to, advertisement, solicitation, association with a hospital or medical care provider and (c) Uses an air ambulance aircraft, either fixed wing or helicopter.
<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>Approved Unit Load Device (ULD) Cargo</u>	Cargo loaded into a ULD, as defined by National Aerospace Standard (NAS) 3610, SAE Aerospace Standard (AS) 36100, Technical Standard Order (TSO) - C90, or other approval standards, that is approved for carriage within the airplane as specified in the Airplane Flight Manual / Weight and Balance Manual approved by the type certificate or supplemental type certificate
<u>Authority</u>	A power that a person is vested with.
<u>Auto Flight Guidance</u>	Aircraft systems, such as an autopilot, auto throttles, displays, and

<u>System (AFGS)</u>	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 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>Bulk Cargo</u>	Cargo usually transported as individual pieces and loaded into a compartment approved for bulk cargo by the Airplane Flight Manual / Weight and Balance Manual that is approved by the type certificate or supplemental type certificate. These items are generally loaded planeside and loaded directly into the bulk compartment.
<u>Cargo</u>	Any property carried on an aircraft other than mail, stores, and accompanied or mishandled baggage.
<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.

Class II Navigation

Class II navigation is any en route flight operation which is not defined as Class I navigation. Class II navigation is any en route flight operation or portion of an en route operation (irrespective of the means of navigation) which takes place outside (beyond) the designated Operational Service Volume (or ICAO equivalents) of ICAO standard airway navigation facilities (VOR, VOR/DME, NDB). However, Class II navigation does not include en route flight operations over routes designated with an "MEA GAP" (or ICAO equivalent).

Cockpit Display of
Traffic Information
(CDTI)

A CDTI is a generic display that provides a flightcrew with surveillance information about other aircraft including their position. Traffic information for a CDTI may be obtained from one or multiple sources (including ADS-B, TCAS, and traffic information services) to provide improved awareness of proximate aircraft and as an aid to visual acquisition as part of the normal see and avoid operations both in the air and on the ground.

Decision Altitude
(Height)

DA(H) is a specified minimum altitude in an instrument approach procedure by which a missed approach must be initiated if the required visual reference to continue the approach has not been established. The 'altitude' value is typically measured by a barometric altimeter; the 'height' value (H) is typically a radio altitude equivalent height above the touchdown zone (HAT) used only for advisory reference and does not necessarily reflect actual height above underlying terrain. [This definition is consistent with both current U.S. operator usage and ICAO international agreements.]

Dual-Certificated-
Noise Compliance

For purposes of noise compliance rules, dual-certificated airplanes are those that are certificated to operate in either a Stage 2 or Stage 3 configuration. The only airplanes dual certificated by the FAA were certain Boeing 747's, -300 series or earlier. For noise compliance purposes, these airplanes are considered Stage 2 unless the operator gets a supplemental type certificate to make the airplane Stage 3 only, or unless the operator voluntarily limits the operation to Stage 3 only.

Duty

A task or function a person must do.

Fault Detection and
Exclusion (FDE)

FDE technology allows onboard GPS equipment to automatically detect a satellite failure that effects navigation and to exclude that satellite from the navigation solution.

Flight Management
Systems (FMS)

An integrated system used by flightcrews for flight planning, navigation, performance management, aircraft guidance, and flight progress

monitoring.

Free Flight

A safe and efficient flight operating capability under instrument flight rules in which the operators have the freedom to select a path and speed in real time. Air traffic restrictions are imposed only to ensure separation, to preclude exceeding airport capacity, to prevent unauthorized flight through special use airspace, and to ensure safety of flight. Restrictions are limited in extent and duration to correct the identified problem. Any activity that removes restrictions represents a move toward Free Flight.

Global Position
System (GPS)
Landing System
(GLS)

GLS is a differential GPS-based landing system providing both vertical and lateral position fixing capability. The term GLS may also be applied to any GNSS-based differentially corrected landing system.

Helicopter
Emergency Medical
Service

Helicopter emergency medical service (HEMS) is:

- (a) Air transportation by helicopter of a person with a health condition that requires medical personnel as determined by a health care provider; or
- (b) Holding out to the public as willing to provide air transportation by helicopter to a person with a health condition that requires medical personnel as determined by a health care provider including, but not limited to, advertisement, solicitation, association with a hospital or medical care provider.
- (c) Helicopter emergency medical evacuation service (HEMES).

ILS-PRM

Simultaneous close parallel ILS approaches are enabled through the implementation of special precision runway monitoring (PRM) equipment operated by ATC at certain airfields for specific runways, titled in 14 CFR part 97 as "ILS PRM." ILS PRM approaches are conducted between 4,299 and 3,000 feet parallel runway spacing. Runways 3,400 feet or greater apart utilize two parallel ILS courses, aligned with the runway centerlines (RCLs). For runways spaced less than 3,400 feet, one ILS is offset 2.5° to 3.0°.

Imported Airplane-
Noise Compliance

For purposes of the noise compliance rules, an imported airplane is a Stage 2 airplane of 75,000 pounds or more that was purchased by a U.S. person from a non-U.S. owner on or after November 5, 1990. [Under the non addition rule (see 14 CFR § 91.855), an imported airplane may not be operated to or from any airport in the contiguous United States. Such airplanes may be owned and registered by U.S. persons but are limited to operation outside the contiguous United States.]

JAA JAR-OPS-1

Joint Aviation Authorities (JAA) Joint Aviation Requirements (JAR) operational agreements (OPS). The European JAA adopted common operational guidance for all Member States in order to harmonize the rules within those States. The JAR-OPS-1, is part 1 of the operational agreement and comprises the operational requirements applicable to commercial air transportation fixed wing aircraft.

Localizer-Type

See definition of SOIA.

Directional Aid
(LDA) PRM

Lease

A lease is where an aircraft owner transfers possession and use of a specific aircraft to a lessee for a fixed period. In a lease, as opposed to other types of custody/use agreements, the lessee has the right to possess and use the aircraft even if the aircraft owner needs the aircraft returned, assuming the lessee has made timely payments and is properly maintaining the aircraft. In accordance with Section 119.53(b), the certificate holder may not wet lease from or enter into any wet leasing arrangement with any person not authorized by the FAA to engage in common carriage operations under 14 CFR Parts 121 or 135 (as appropriate), whereby that other person provides an aircraft and at least one crewmember to the certificate holder.

Life Vest, Non-Quick-Donning

A non-quick-donning life vest is one which must be removed from its container, placed over the wearer's head, and/or requires additional steps beyond inflation to make it ready to use for its intended purpose.

Life Vest, Quick-Donning

A quick-donning life vest is fastened around a person in a manner which requires the wearer only to pull on a single tab and lift the life vest over his/her head. At this point the life vest needs only to be inflated to be ready to use for its intended purpose.

Local Flying Area

An area designated by the operator in which air ambulance services will be conducted. Each local flying area should be defined in a manner acceptable to the operator, the local Flight Standards District Office, and the Principal Operations Inspector, taking into account the operating environment, the geographic terrain features, and the capabilities of the aircraft.

Major Contract Training

Any flight training, flight testing, or flight checking leading to and maintaining certification and qualification of air carrier flightcrew members in accordance with the requirements (maneuvers and procedures) explicitly stated in 14 CFR Parts 61, 121, or 135; or in SFAR 58 Advanced Qualification Program (AQP), as applicable.

Medical Crewmember

A person with medical training who is assigned to provide medical care and other crewmember duties related to the aviation operation during flight.

Minimum Descent Altitude (Height)

MDA(H) is the lowest altitude in an instrument approach procedure to which a descent is authorized on final approach or during circle-to-land maneuvering. The 'altitude' value is typically measured by a barometric altimeter; the 'height' value (H) is typically a radio altitude equivalent height above the touchdown zone (HAT) or height above airport (HAA) published elevation. The (H) is used only for advisory reference and does not necessarily reflect actual height above underlying terrain. [This definition is consistent with both current U.S. operator usage and ICAO international agreements.]

<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: (1) The officially designated Standard Service Volume excluding any portion of the Standard Service Volume which has been restricted. (2) The Expanded Service Volume. (3) Within the United States, any published instrument flight procedure (victor or jet airway, SID, STAR, SIAP, or instrument departure). (4) Outside the United States, any designated signal coverage or published instrument flight procedure equivalent to U.S. standards.
<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 Redispach or ReRelease EnRoute</u>	The term "planned redispach or rerelease en route" means any flag operation (or any supplemental operation that includes a departure or arrival point outside the 48 contiguous United States and the District of Columbia) that is planned before takeoff to be redispached or rereleased, in accordance with 14 CFR 121.631(f), at a predetermined point along the route of flight to an airport other than that specified in the original dispatch or flight release.
<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 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.
<u>Reliable Fix</u>	A "reliable fix" means station passage of a VOR, VORTAC, or NDB. A

reliable fix also includes a VOR/DME fix, an NDB/DME fix, a VOR intersection, an NDB intersection, and a VOR/NDB intersection provided course guidance is available from one of the facilities and the fix lies within the designated operational service volumes of both facilities which define the fix.

Required Navigation
Performance (RNP)

A statement of navigation performance necessary for operations within a defined airspace.

Required Navigation
Performance (RNP)
Time Limit

Applies to aircraft equipped with INS or IRU systems where those systems provide the means of navigation to navigate to the degree of accuracy required by ATC. The FAA-approved time in hours--after the system is placed in navigation mode or is updated en route--that the specific INS or IRU make/model can meet a specific RNP type on a 95% probability basis. It is used to establish the area of operations or routes on which the aircraft/navigation system is qualified to operate.

Required Navigation
Performance (RNP)
Type

A value typically expressed as a distance in nautical miles from the intended position within which an aircraft would be for at least 95 percent of the total flying time. For example, RNP-4 represents a lateral and longitudinal navigation accuracy of 4 nm on a 95 percent basis. Note: Applications of RNP to terminal area and other operations may also include a vertical component.

Responsibility

Something a person is accountable for.

RNAV (GPS) PRM

Area navigation (RNAV) (GPS) PRM approach that may be substituted for an ILS PRM or LDA PRM approach and is procedurally equivalent.

Runway

In these operations specifications the term "runway" in the case of land airports, water airports and heliports, and helipads shall mean that portion of the surface intended for the takeoff and landing of land airplanes, seaplanes, or rotorcraft, as appropriate.

Simultaneous Offset
Instrument Approach
(SOIA)

This operation comprises one ILS and one LDA with glide slope. The ILS is aligned with its runway, but the LDA serving the second runway is offset (between 2.5° and 3°) from a parallel track. This offset permits simultaneous instrument approach operations to parallel runways spaced less than 3,000 feet apart, but no less than 750 feet. Because of the offset, this operation is also known as an SOIA.

Special Cargo

Cargo that requires special handling and securing/restraining procedures within the limitations specified in the Airplane Flight Manual (AFM) / Weight and Balance Manual (WBM) approved by the type certificate / supplemental type certificate. Special cargo may be enclosed in an approved bulk compartment if the WBM has limitations supporting procedures for securing and restraining the special cargo.

Sustainable Transfer

A sustainable transfer is a transfer of operational control, without any impediment, by a contract, agreement, lease, or other written or verbal arrangement between the owner, lessor, or other entity, and any other entity, that restricts any person or entity from transferring operational control to the certificate holder. Examples of such impediments are lease, mortgage, insurance, management agreements, and other agreements which limit the use of the aircraft to a particular party or purpose other than the certificate holder and its authorized kinds of operation.

VFR Station-
Referenced Class I
Navigation

VFR station-referenced Class I navigation is any operation conducted within the operational service volumes of ICAO standard navigation aids under visual flight rules (VFR) which uses nonvisual navigation aids (stations), such as VOR, VOR/DME, or NDB as the primary navigation reference. VFR station-referenced Class I navigation includes Class I navigation conducted on-airways and off-airway routings predicated on airways navigation facilities. These operations also include Class I navigation using an area navigation system which is certificated for IFR flights over the routes being flown.

Wide Area
Augmentation System
(WAAS)

WAAS has been developed to improve the accuracy, integrity, availability, and reliability of GPS signals. WAAS utilizes a fixed localized ground station to calculate GPS integrity and correction data, then broadcasts this information through the GPS satellites to GPS/WAAS users along with ranging signals. It is a safety critical system consisting of a ground network of reference and integrity monitor data processing sites which assess current GPS performance, as well as a space segment that broadcasts that assessment to GNSS users to support IFR navigation.

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



Digitally signed by Mark F. Burnett on behalf of Victor A Mevo, Jr., Principal Operations Inspector (EA11)

[1] SUPPORT INFO: Reissue to reflect current Director of Operations per request 12/31/2020.

[2] EFFECTIVE DATE: 12/31/2020, [3] AMENDMENT #: 9
DATE: 2020.12.31 10:10:33 -06:00

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

[Redacted Signature]

10-24-22

Jason Costello, Dir. of Operations, Part 135

Date

A003 . Aircraft Authorization

HQ Control: 03/10/2011

HQ Revision: 02h

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

M/M/S	Type Section 119	Operation Configuration	Class/Category Operation	En Route	Condition of Flight
BELL-206-L4	119.25(b) - Rotorcraft On-Demand	PAX and Cargo	HEL	VFR	Day/Night

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



Digitally signed by Mark F. Burnett, Principal Maintenance Inspector (EA11)

[1] SUPPORT INFO: air carrier request removal of Bell 407 N407MR

[2] EFFECTIVE DATE: 12/13/2024, [3] AMENDMENT #: 16

DATE: 2024.12.13 07:32:01 -06:00

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

[REDACTED]

12/13/2024

Jason Costello, Dir. of Operations, Part 135

Date

A004 . Summary of Special Authorizations and Limitations

HQ Control: 08/03/2001

HQ Revision: 000

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

	Reference Paragraphs
Conduct helicopter air ambulance operations in accordance with 14 CFR Part 135.	A021
Use the electronic signatures, electronic recordkeeping systems, or electronic manual system listed in A025.	A025
Use an Electronic Flight Bag (EFB) in the aircraft as part of an authorized EFB Program.	A061
Use only actual passenger and baggage weights (no combinations of average and actual weights) for all its aircraft	A096
Issue an International Civil Aviation Organization (ICAO) air operator certificate (AOC) through the Operations Safety System (OPSS).	A999
Conduct commercial air tour operations over certain national park(s) and tribal lands within or abutting those national park(s).	B057
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 emergency equipment.	D104

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

	Reference Paragraphs
Conduct operations under certain exemptions and/or deviations.	A005
Use an approved carry-on baggage program.	A011
Conduct extended overwater turbojet operations without required emergency equipment.	A013
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
Use an approved exit row seat program.	A022
Determine ground icing conditions for the purpose of flight [using an approved deicing/anti-icing procedure IAW CFR Section 135.227(b)(3)].	A023
Conduct airplane air ambulance operations under 14 CFR Part 135.	A024
Conduct Land and Hold Short Operations (LAHSO) at designated airports and specified runway configurations as identified by Air Traffic Services in Notice	A027

7110.118, Appendix 1.

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 operations as a single pilot operator.	A040
Conduct a pretakeoff contamination check during ground icing conditions for Part 135 operators.	A041
Conduct Single Engine IFR (SEIFR) Passenger-Carrying Operations Under CFR Part 135.	A046
Conduct helicopter night vision goggle operations.	A050
Conduct enroute ANVG operations and any additional authorized ANVG operations in accordance with 14 CFR Part 135 and the limitations and provisions of Operations Specification A051.	A051
Accept, handle, and carry materials regulated as Hazardous Materials (HazMat).	A055
Conduct data link communications.	A056
Conduct "eligible on-demand operations" as defined in and in accordance with 14 CFR Section 135.4.	A057
Use multiengine airplanes or single-engine turbine-powered airplanes under an SIC Professional Development Program (PDP).	A062
Use an approved flightcrew member certificate verification plan in accordance with 14 CFR Part 135, § 135.95(b).	A063
Use any combination of actual, standard average, or survey-derived average weights in its small cabin aircraft.	A097
Use any combination of actual, standard average, or survey-derived average weights for its medium cabin aircraft.	A098
Use any combination of actual, standard average, or survey-derived average weights for its large cabin aircraft.	A099
Use standardized and supporting instructor/check pilot curricula under contract or agreement with 14 CFR Part 142 training centers authorized to offer these curricula in accordance with 14 CFR Part 135, § 135.324.	A131
Conduct Part 135 rotorcraft operations without the radio altimeter equipment	

required by 14 CFR Part 135, §135.160(a), under a deviation as provided in §135.160(b) and in accordance with the limitations and provisions of LODA A160.	A160
Conduct the Airline Transport Pilot (ATP) Certification Training Program (CTP), required by 14 CFR Part 61, §61.156 for all ATP applicants, subject to the conditions and limitations in OpSpec A304.	A304
Conduct flight operations within the territory and airspace of Iraq in accordance with a grant of exemption from SFAR 77.	A320
Conduct airplane operations using a Liquid Water Equivalent System (LWES).	A323
Allow persons eligible under 14 CFR Section 121.547(a)(3) access to the flightdeck using the CASS program and/or the FDAR program IAW the limitations and provisions of A348.	A348
Conduct In-Trail Procedures (ITP) using Automatic Dependent Surveillance-Broadcast IN (ADS-B IN).	A354
Use ADS-B In equipment and procedure(s) as specified in operations specification A355.	A355
Suspend its liability insurance due to seasonal operations.	A501
Use the air carrier merger and/or acquisition plan.	A502
Conduct the Airline Transport Pilot (ATP) Certification Training Program (CTP), required by 14 CFR Part 61, §61.156 for all ATP applicants, subject to the conditions and limitations in OpSpec A504.	A504
Conduct operations into the Democratic Peoples Republic of Korea (DPRK).	A519
Conduct civil flight operations in the Baghdad Flight Information Region (FIR) (ORBB) at altitudes below Flight Level (FL) 320 under a contract or subcontract, grant, or cooperative agreement with the sponsoring U.S. Government Department, Agency, or Instrumentality.	A530
Conduct flight operations in accordance with SFAR No. 112, 14 CFR Part 91, § 91.1603, in the Tripoli (HLLL) FIR under a contract or subcontract, grant, or cooperative agreement with the sponsoring U.S. Government Entity.	A532
Conduct flight operations in accordance with SFAR No. 107, 14 CFR Part 91, § 91.1613 in the territory and airspace of Somalia at altitudes below FL260 under a contract or subcontract, grant, or cooperative agreement with the sponsoring U.S. Government Entity.	A533
Conduct flight operations in accordance with SFAR No. 114, 14 CFR Part 91, § 91.1609, in the Damascus (OSTT) FIR under a contract or subcontract, grant, or cooperative agreement with the sponsoring U.S. Government Entity.	A535
Conduct flight operations in accordance with SFAR 115, 14 CFR Part 91, § 91.1611, in the specified areas of the Sanaa (OYSC) FIR, under a contract or subcontract, grant, or cooperative agreement with the sponsoring U.S. Government Entity.	A536
Conduct operations using approved driftdown or fuel dumping procedures.	B029
Conduct IFR en route RNAV operations in the State of Alaska using TSO C145a/C146a GPS/WAAS RNAV systems as the only means of IFR navigation IAW SFAR 97.	B030
Conduct IFR en route operations.	B032
Conduct Class I navigation using an area navigation system.	B034

Conduct Class I navigation in the U.S. Class A airspace using an area or long-range navigation system.	B035
Conduct Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems (M-LRNS).	B036
Conduct operations in Central East Pacific (CEP) airspace.	B037
Conduct operations in North Pacific (NOPAC) airspace.	B038
Conduct operations in North Atlantic High Level Airspace (NAT HLA).	B039
Conduct operations in areas of magnetic unreliability.	B040
Conduct extended overwater operations using a single long-range communication system (S-LRCS).	B045
Conduct operations in reduced vertical separation minimum (RVSM) airspace.	B046
Conduct air tour operations below an altitude of 1,500 feet AGL in the State of Hawaii.	B048
Conduct operations in the Grand Canyon National Park Special Flight Rules Area (GCNP-SFRA).	B049
Conduct Oceanic and Remote Airspace Navigation Using a Single Long-Range Navigation System	B054
Conduct north polar operations.	B055
Conduct extended operations (ETOPS) with two-engine airplanes.	B342
Conduct extended operations (ETOPS) in passenger-carrying airplanes with more than two-engines.	B344
Operate into/out of or overfly sensitive international area(s) as identified in B450 in accordance with the authorizations, conditions, and limitations of B050.	B450
Conduct the specified EFVS operations under 14 CFR Part 91, § 91.176, in accordance with the limitations and provisions in C048.	C048
Use a destination airport analysis program.	C049
Conduct terminal instrument operations using specific procedures and landing minima for airplanes.	C051
Conduct operations using basic instrument approach procedures for airplanes.	C052
Conduct IFR approach procedures using special IFR landing minimums for airplanes.	C054
Derive alternate airport weather minimums from the standard table for airplanes.	C055
Use IFR takeoff minimums, 14 CFR Part 135 airplane operations - all airports.	C057
Conduct foreign terminal instrument procedures with special restrictions for airplanes.	C058
Conduct airplane SA CAT I instrument approach and landing operations.	C059
Conduct CAT II, or CAT II and CAT III instrument approach and landing operations in accordance with operations specification C060.	C060
Use flight control guidance systems for airplane automatic landing operations other than Categories II and III.	C061
Use manually flown flight control guidance systems certified for airplane landing operations.	C062
Conduct IFR area navigation (RNAV 1) and/or RNP 1 instrument departure procedures (DPs): RNAV 1 and/or RNP 1 Standard Terminal Arrivals Routes (STARs) published in accordance with 14 CFR Part 97; and/or tailored arrivals	C063

(TA).

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 passenger and cargo operations at authorized airports. C070

Use autopilot minimum use altitudes/heights in accordance with 14 CFR Part 135, § 135.93 and the limitations and provisions of operations specification C071. C071

Conduct engine-out departure procedures with approved 10-minute takeoff thrust time limits. C072

Use minimum descent altitude (MDA) as a decision altitude (DA) with vertical navigation (VNAV) on a nonprecision approach (NPA). C073

Conduct airplane IFR circle-to-land approach maneuvers. C075

Conduct airplane contact approaches using IFR Category I landing minimums. C076

Conduct certain Part 135 turbojet operations in the terminal area using visual flight rules. C077

Conduct 14 CFR Part 135 IFR airplane operations using lower than standard takeoff minima. C079

Conduct scheduled passenger, special terminal area IFR airplane operations in Class G airspace and/or at airports without an operating control tower. C080

Conduct the special Instrument Approach Procedure (IAP), departure procedure, Standard Terminal Arrival (STAR) and RNAV Visual Flight Procedure (RVFP) operations specified in OpSpec C081. C081

Conduct RNAV operations substituting for 14 CFR Part 97 instrument approaches. C085

Conduct "RNP-like" foreign RNAV terminal instrument procedures with Required Navigation Performance (RNP) lines of minima. C358

Conduct RNP AR approaches in accordance with 14 CFR Part 97 and operations specification C384. C384

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

Use leased maintenance program authorization: U.S.-registered aircraft. D080

Use specific aircraft for which prorated times have been established. D082

Use short-term escalation authorization for borrowed parts that are subject to overhaul requirements. D083

Conduct ferry flights under special flight permits with continuing authorization. D084

Use an Extended Operations (ETOPS) aircraft maintenance program. D086

Use a maintenance program for leased foreign-registered aircraft.	D087
Use maintenance time limitations for operators with a partial reliability program.	D088
Use maintenance time limitations for operators without a reliability program.	D089
Use coordinating agencies for suppliers evaluation (CASE).	D090
Use listed airplanes for operations in designated RVSM airspace in accordance with B046 and D092.	D092
Use an approved maintenance program for helicopter night vision goggle operations.	D093
Use NVIS and NVGs on aircraft to conduct ANVGO per maintenance documents, under Part 135.	D094
Use an FAA-approved Minimum Equipment List (MEL).	D095
Use aircraft with nine or less passenger seats with the additional maintenance requirements of 14 CFR Section 135.421 applicable for aircraft engine, propeller, and propeller control (governor).	D101
Use a single-engine aircraft maintained in accordance with §135.411 and §135.421 in passenger-carrying IFR operations.	D103
Suspend its liability insurance for specific aircraft in long-term storage or maintenance.	D106
Use an integrated aircraft health management (IAHM) program for maintenance credit for the aircraft with an approved IAHM system.	D302
Use weight and balance control procedures.	E096
Conduct terminal flight operations under instrument flight rules - helicopter.	H101
Conduct operations using basic instrument approach procedures for helicopters.	H102
Conduct category I IFR landings other than airborne radar approaches - helicopter.	H103
Conduct helicopter offshore instrument operations using Offshore Standard Approach Procedure (OSAP), Airborne Radar Approach (ARA), and Helicopter En Route Descent Area (HEDA) Operations and/or in accordance with operations specification H104.	H104
Use alternate airport IFR weather minimums - helicopter.	H105
Conduct helicopter operations using standard takeoff minimums under Part 135.	H106
Use special restrictions for foreign terminal instrument procedures - helicopter.	H107
Conduct Helicopter Category II operations.	H108
Conduct Helicopter Category III operations.	H109
Use flight control guidance systems for rotorcraft automatic landing operations.	H110
Use manually flown flight control guidance systems certified for rotorcraft landing operations.	H111
Conduct helicopter approach operations using an area navigation system.	H112
Conduct nonscheduled passenger and all-cargo (scheduled and nonscheduled) special terminal area IFR rotorcraft operations in Class G airspace.	H113
Use special airport authorizations, limitations, and provisions - Helicopter.	H114
Conduct helicopter operations using lower than standard takeoff minimums under Part 135.	H116

Conduct helicopter Category I, ILS, MLS, or GLS approach procedures with specific IFR landing minimums.	H117
Conduct helicopter circle-to-land maneuvers using IFR Category I landing minimums.	H118
Conduct helicopter contact approaches using IFR Category I landing minimums.	H119
Conduct operations in authorized airports for scheduled operations - helicopter.	H120
Conduct scheduled passenger terminal area IFR rotorcraft operations in Class G airspace.	H121
Conduct special instrument approach procedure, departure procedure and standard terminal arrival (STAR) rotorcraft operations specified in operations specification H122.	H122
Conduct Class I Navigation using area or long-range navigation systems with WAAS for rotorcraft RNP 0.3 en route and terminal operations.	H123

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



Digitally signed by Mark F. Burnett, Principal Maintenance Inspector (EA11)
[1] SUPPORT INFO: In accordance with FAA Notice N8900.712 ops spec paragraph A042 has been withdrawn from use and archived.
[2] EFFECTIVE DATE: 9/25/2024, [3] AMENDMENT #: 20
DATE: 2024.09.25 07:33:34 -05:00

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

[Redacted Signature]

09/25/2024

Jason Costello, Dir. of Operations, Part 135

Date

A006 . Management Personnel

HQ Control: 09/08/2021

HQ Revision: 04a

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

Table 1 - Authorized Management Positions and Personnel

Part 119 Position Title	Name	Company Equivalent Position Title	Email Address
Dir. of Operations, Part 135	Costello, Jason	Dir. of Operations, Part 135	
Chief Pilot, Part 135	Kuhn, Octave	Chief Pilot, Part 135	
Director of Maintenance, Direct Employee - Yes	Mohan, Keith D	Director of Maintenance	
Agent for Service	Roth, Michael	President	

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



Digitally signed by Matthew H. Hertl, Principal Operations Inspector (EA11)
[1] EFFECTIVE DATE: 11/21/2024, [2] AMENDMENT #: 22
DATE: 2024.11.21 10:41:19 -06:00

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

11//21/2024

Jason Costello, Dir. of Operations, Part 135

Date

A007 . Other Designated Persons

HQ Control: 12/19/2006

HQ Revision: 020

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

Roth, Michael

Neponsit, New York 11694
United States

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

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

Title	Name	Parts Authorized
President	Roth, Michael	A,B,D
Director of Maintenance	Mohan, Keith D	D
Dir. of Operations, Part 135	Costello, Jason	A,B,D
Chief Pilot, Part 135	Kuhn, Octave	A,B,D

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

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

Name	Email Address	Telephone No.	Type of Information to Receive
Costello, Jason			Both OPS/AW
Mohan, Keith			AW

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



Digitally signed by Matthew H. Hertl, Principal Operations Inspector (EA11)
[1] EFFECTIVE DATE: 11/21/2024, [2] AMENDMENT #: 22
DATE: 2024.11.21 12:54:24 -06:00

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

[Redacted Signature]

11/21/2024

Jason Costello, Dir. of Operations, Part 115

Date

A008 . Operational Control

HQ Control: 01/28/2019

HQ Revision: 040

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

GOM Reference Chapter 1.

b. Certificate Holder Responsibilities.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(2) Aircraft Requirements.

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

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

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

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

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

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

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

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

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

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

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

(5) Aircraft Operation Agreements and Other Arrangements.

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

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

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

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

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

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

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

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

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

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

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

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

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

(7) Operational Control Information Requirements.

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

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

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

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

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

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



Digitally signed by Mark F. Burnett on behalf of Victor A Mevo, Jr., Principal
Operations Inspector (EA11)
[1] SUPPORT INFO: Reissue to reflect current Director of Operations per request
12/31/2020.
[2] EFFECTIVE DATE: 12/31/2020, [3] AMENDMENT #: 4
DATE: 2020.12.31 10:12:02 -06:00

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

Jason Costello, Dir. of Operations, Part 135

10-21-2022

Date

A009. Airport Aeronautical Data

HQ Control 12/05/97
HQ Revision 01b

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

(1)

New York Helicopter Charter Inc., shall not use any airport aeronautical data unless it is adequate for proposed operation IAW Title 14 USC CFR Part 135.229.

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

Rosario Alberti

Principal Inspector

EA11

3. Date Approval is effective: 5/27/1999
4. I hereby accept and receive the Operations Specifications in this paragraph.

Amendment Number: 0

Charles J. Humphries

Chief Pilot, Part 135
5/27/1999

Date:

A010 . Aviation Weather Information

HQ Control: 10/06/2020

HQ Revision: 04b

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

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

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

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

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

Table 1 - EWINS

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

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

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

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

e. If authorized in subparagraph b, the certificate holder may operate to destinations listed in Table 3 below with a published approach in a noncontiguous State under IFR and conduct an instrument approach without a destination METAR in accordance with the approved departure and en route weather evaluation procedures contained in the certificate holder's manual, reference: GOM chapter 10.

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

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

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



Digitally signed by Mark F. Burnett, Principal Maintenance Inspector (EA11)
[1] SUPPORT INFO: Reissue to reflect current Director of Operations per request
12/31/2020.
[2] EFFECTIVE DATE: 12/31/2020, [3] AMENDMENT #: 5
DATE: 2020.12.31 10:13:51 -06:00

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



Jason Costello, Dir. of Operations, Part 135

10-24-2022

Date

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

HQ Control: 12/11/2024

HQ Revision: 040

- a. The certificate holder is authorized to use the electronic signatures, electronic recordkeeping systems, or electronic manual system listed in this operations specification.
- b. The certificate holder is authorized to use an electronic signature to attest to, certify, endorse, or otherwise authenticate the items listed in Table 1. The following conditions apply:
- (1) The certificate holder must notify the responsible Flight Standards office of changes to the electronic signature process.
- (2) The certificate holder must revise the manual or document listed in Table 1 to reflect any changes to the electronic signature process.

Table 1 - Electronic Signatures

Kind of Electronic Signature	Manual or Document Containing the Electronic Signature Process
N/A	

- c. The certificate holder is authorized to use the electronic recordkeeping system(s) listed in Table 2 to maintain records and make them available in accordance with the 14 CFR Part 135 recording and recordkeeping requirements. The following conditions apply:
- (1) The certificate holder must have a process for software revision control.
- (a) The software revision control process must be contained in the manual or document listed in Table 2.
- (b) The software revision control process must include certificate holder notification to the responsible Flight Standards office whenever software revisions affect the following items:
- (i) Record entry.
- (ii) Record display.
- (iii) Record access.
- (iv) Data quality.

Table 2 – Electronic Recordkeeping System(s)

Kind of Record	Name of Electronic System	Manual or Document Containing the Electronic Recordkeeping System Description
Daily Flight Sheets	Google Drive	GOM
Daily Risk Assessments	Google Drive	GOM

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

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

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

Table 3 - Electronic Manual System

Master Manual Containing the Electronic Manual System Description and List of Electronic Manuals
EFB Program Manual
GOM
Training Manual
Maintenance Manual via Bell

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

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

MEL by Aircraft M/M or M/M/S as Specified by MEL
BELL-206-L4

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



Digitally signed by Matthew H. Hertl, Principal Operations Inspector (EA11)
[1] EFFECTIVE DATE: 3/11/2025, [2] AMENDMENT #: 3
DATE: 2025.03.14 13:18:45 -05:00

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



Jason Costello, Dir. of Operations, Part 135

Date

A061 . Electronic Flight Bag (EFB) Program

HQ Control: 11/07/2017

HQ Revision: 020

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

Table 1 - Aircraft Authorized Under An EFB Program

Aircraft M/M/S	Remarks/Limitations
BELL-206-L4	As per New York Helicopter Charter, INC. EFB IPAD Operations Program Manual-Revision No. 1 dated 01/05/2023.

- b. Training Program. The certificate holder's approved training program must include appropriate crewmember training on the use of authorized EFBs.
- c. Database Management. The certificate holder must specify in its manual the procedures for updating and maintaining any databases necessary to perform the intended functions of each EFB.
- d. Functionality. The certificate holder is responsible to ensure that each EFB and associated software will provide the necessary data, information, functionality, and solutions to perform the intended flight functions and, if not, provide substitute information in non-electronic form.
- e. EFB Maintenance. The certificate holder's maintenance program must include and document the required maintenance for each authorized EFB.

Operations Specifications

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



Digitally signed by Mark F. Bumett, Principal Maintenance Inspector (EA11)
[1] SUPPORT INFO: Removal of BHT206-L3 N207MH as requested by DO per
email 02/16/2024
[2] EFFECTIVE DATE: 2/16/2024, [3] AMENDMENT #: 3
DATE: 2024.02.16 10:14:07 -06:00

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

[Redacted Signature]

2-26-24

Jason Costello, Dir. of Operations, Part 135

Date

A096 . Actual Weight Program For All Aircraft

HQ Control: 06/11/2020

HQ Revision: 020

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

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

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

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

c. The following aircraft must use actual weights:

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

(2) All reciprocating engine-powered aircraft, and

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

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

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

Authorized Weights	Expiration Date
Actual Weight	N/A

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

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

Table 2 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedules Instructions	Weight and Balance Control Procedures
BELL-206-L4	Graph and Plotter or EFB app - Gyronimo	Bell 206L4-FM-1 section 5 Rev 6 or higher and Gyronimo user guide version 1.8 or higher	As per GOM Chapter 3

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



Digitally signed by Mark F. Burnett, Principal Maintenance Inspector (EA11)
[1] SUPPORT INFO: Removal of BHT206-L3 N207MH as requested by DO per
email 02/16/2024
[2] EFFECTIVE DATE: 2/16/2024, [3] AMENDMENT #: 5
DATE: 2024.02.16 10:14:15 -06:00

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



2-16-24

Jason Costello, Dir. of Operations, Part 135

Date

A449 . Antidrug and Alcohol Misuse Prevention Program

HQ Control: 07/17/2009

HQ Revision: 00a

- a. The certificate holder who operates under Title 14 Code of Federal Regulations (CFR) Part 135 certifies that it will comply with the requirements of 14 CFR Part 120 and 49 CFR Part 40 for its Antidrug and Alcohol Misuse Prevention Program.
- b. Antidrug and Alcohol Misuse Prevention Program records are maintained and available for inspection by the FAA's Drug Abatement Compliance and Enforcement Inspectors at the location listed in Table 1 below:

Table 1

	Location of Antidrug and Alcohol Misuse Prevention Program Records:	Telephone Number:
Address:	[REDACTED]	[REDACTED]
Address:	N/A	
City:	Kearny	
State:	NJ	
Zip Code:	07032	

- c. Limitations and Provisions.
 - (1) Antidrug and Alcohol Misuse Prevention Program inspections and enforcement activity will be conducted exclusively by the Drug Abatement Division. All questions regarding this program should be directed to the Drug Abatement Division.
 - (2) The certificate holder must implement its Antidrug and Alcohol Misuse Prevention Programs fully in accordance with 14 CFR Part 120 and 49 CFR Part 40.
 - (3) The certificate holder is responsible for ensuring that its contractors who perform safety-sensitive work for the certificate holder are subject to Antidrug and Alcohol Misuse Prevention Programs.
 - (4) The certificate holder is responsible for updating this operations specification when any changes occur in the following:
 - (a) Location or phone number where the Antidrug and Alcohol Misuse Prevention Records are kept (as listed in Table 1 above).
 - (b) If the certificate holder's number of safety-sensitive employees goes to 50 and above, or falls below 50 safety-sensitive employees.
 - (5) The certificate holder with 50 or more employees performing a safety-sensitive function on January 1 of the calendar year must submit an annual report to the Drug Abatement Division of the FAA. The certificate holder with fewer than 50 employees performing a safety-sensitive function on January 1 of any calendar year must submit an annual report upon request of the Administrator, as specified in the regulations.

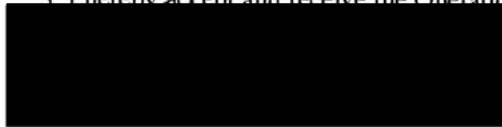
The certificate holder has fewer than 50 safety-sensitive employees.

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



Digitally signed by Mark F. Burnett, Principal Maintenance Inspector (EA11)
[1] SUPPORT INFO: Letter dated 05 Nov 2021 requesting change in address
principal base and drug plan information location
[2] EFFECTIVE DATE: 11/8/2021, [3] AMENDMENT #: 4
DATE: 2021.11.08 12:44:57 -06:00

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



10-21-2022

Jason Costello, Dir. of Operations, Part 135

Date

AIR OPERATOR CERTIFICATE		
	State of the Operator United States of America	
	Issuing Authority Federal Aviation Administration	
AOC #: NY9A9001	New York Helicopter Charter, Inc.	Operational Points of Contact: Jason Costello, Director of Operations [REDACTED]
Expiration Date : N/A	Dbal:	
	Operator Address: [REDACTED] Neponsit, New York 11694 Telephone: [REDACTED] Fax: [REDACTED] E-mail: [REDACTED]	Contact details, at which operational management can be contacted without undue delay, are listed in Operations Manual Chapter 1 page 1-1
This certificate certifies that New York Helicopter Charter, Inc. is authorized to perform commercial air operations, as defined in the attached operations specifications, in accordance with the Operations Manual and the 14 CFR 135.		
Date of Issue: July 25, 2024	Name: Title:	Mahesh Gupta Principal Operations Inspector

CERTIFICATION STATEMENT

I hereby certify that the attached is a true copy of the New York Helicopter Charter, Inc. AOC issued at EA11 - Farmingdale (FRG) on July 25, 2024 by the FAA.

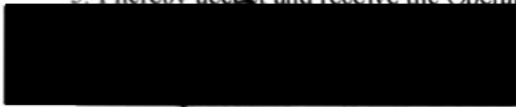
Note: Carriage of this certified true copy of the Air Operator Certificate ensures compliance with ICAO Annex 6 when engaged in international commercial air transportation.

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



Digitally signed by Mark F. Burnett on behalf of Mahesh Gupta, Principal
Operations Inspector (EA11)
[1] SUPPORT INFO: Updated due to new meets ICAO annex 6 note
[2] EFFECTIVE DATE: 7/25/2024, [3] AMENDMENT #: 4
DATE: 2024.07.25 09:40:54 -05:00

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



7-25-24

Jason Costello, Dir. of Operations, Part 135

Date

END