Kirstein & Young, PLLC
Attorneys at Law

BY EMAIL

March 9, 2020

Ms. Lauralyn J. Remo
Chief, Air Carrier Fitness Division
Office of Aviation Analysis
U.S. Department of Transportation
1200 New Jersey Ave. S.E.
Washington, D.C. 20590

Re: Dockets OST-2019-0126 and OST-2019-0127 Western Air Charter d/b/a JetEdge Interstate and Foreign Charter Authority

Dear Ms. Remo:

Pursuant to the Department's recent Show Cause Order (Order 2020-2-16, served Feb. 25, 2020), Western Air Charter provides the following information:

1. A copy of Western Air's Air Carrier Certificate (attached)

2. A copy of Western Air's Operations Specifications from FAA (attached).

3. Signed copies of two (2) OST Forms 6410 (submitted to FAA) (attached).

4. Letters from Bank of the West BNP Paribus and Fifth Third Bank verifying working capital reserves covering the costs to be incurred in the first three months of operations, plus pre-operating expenses (attached).

   The letter from Bank of the West BNP Paribus dated February 28, 2020 shows Western Air has funds totaling $2,596,478.81 on deposit in its name. The letter from Fifth Third Bank dated shows Western Air has a $10 million line of credit of which $3.05 million is still available; a $15 million revolving aircraft line of credit, all of which remains available; and approximately $8.78 million on deposit.

   The Department calculated Western Air would need approximately $2.54 million in working capital or other available funds to meet the financial fitness test, based on the previous pre-operating expense calculation of $189,000. *See* Show Cause Order at 4. Western's updated pre-operating expenses (shown below) equal $765,783. Therefore, the necessary working capital is now approximately $3.12 million, which is covered as shown in the attached letters.

5. Revised pre-operating expenses already paid and remaining to be paid:

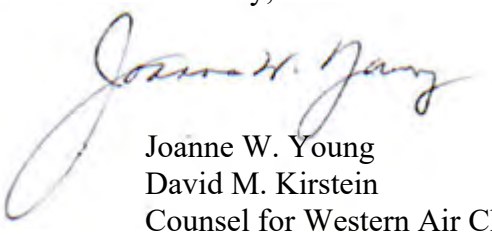
Pre-operating Costs:

	Paid			Est. Left to pay			
	N834BZ	N835BZ	Total	N834BZ	N835BZ	Total	Total
Crew Training	$ 7,504	$ 64,349	$ 71,853	$ 45,000	$ -	$ 45,000	$116,853
Other Startup/supplies	25,435	67,964	93,398	-	-	-	93,398
	32,939	132,312	165,251	45,000	-	45,000	210,251
Annual Programs (not included in original pre-operating costs)							
Maintenance programs	61,842	191	62,033	-	61,000	61,000	123,033
Subscriptions	20,829	34,927	55,756	14,000	-	14,000	69,756
Insurance	76,246	76,246	152,492	-	-	-	152,492
	158,917	111,364	270,281	14,000	61,000	75,000	345,281
	$ 191,856	$ 243,676	$ 435,532	$ 59,000	$61,000	$120,000	$555,532

6. Western Air has not undergone any changes in ownership, key personnel, operating plans, financial posture, or compliance history since the date of the Show Cause Order.

We trust the information in this letter and in the attachments is adequate to respond to the Department requirements in the Show Cause order. We appreciate Western Air's charter authority becoming effective immediately on the issuance of a final order.

Sincerely,



Joanne W. Young
David M. Kirstein
Counsel for Western Air Charter, Inc.

cc: Dockets OST-2019-0126 and OST-2019-0127

Mr. Todd Homan,
Director, Office of Aviation Analysis
Mr. Damon Walker,
Air Carrier Fitness Division

US Department
of Transportation
Federal Aviation
Administration

Air Carrier Certificate

This certifies that

WESTERN AIR CHARTER, INC.
14861 SCOTTSDALE ROAD
SCOTTSDALE, ARIZONA 85254

has met the requirements of the Federal Aviation Act of 1958, as amended, and the rules, regulations, and standards prescribed thereunder for the issuance of this certificate and is hereby authorized to operate as an air carrier and conduct common carriage operations in accordance with said Act and the rules, regulations, and standards prescribed thereunder and the terms, conditions, and limitations contained in the approved operations specifications.

This certificate is not transferable and, unless sooner surrendered, suspended, or revoked, shall continue in effect indefinitely.

By Direction of the Administrator

Certificate number: W6JA769L

JAMES H. GUTHRIE
(Signature)

Effective Date: 08/16/2007

REISSUED: AUGUST 25,2014

ACTING MANAGER
(Title)

Issued at: WP07, SCOTTSDALE AZ

AWP-FSDO-WP07
(Region/Office)

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
B-737-700	119.21(a)(5) - On-Demand	PAX and Cargo	MEL/MES	IFR/VFR	Day/Night
BD-700-1A10	119.21(a)(5) - On-Demand	PAX and Cargo	MEL	IFR/VFR	Day/Night
DASSAULT-FALCON-2000	119.21(a)(5) - On-Demand	PAX and Cargo	MEL	IFR/VFR	Day/Night
DASSAULT-FALCON-2000EX EASy	119.21(a)(5) - On-Demand	PAX and Cargo	MEL	IFR/VFR	Day/Night
EMB-135-BJ	119.21(a)(5) - On-Demand	PAX and Cargo	MEL	IFR/VFR	Day/Night
G-200	119.21(a)(5) - On-Demand	PAX and Cargo	MEL	IFR/VFR	Day/Night
G280	119.21(a)(5) - On-Demand	PAX and Cargo	MEL	IFR/VFR	Day/Night
GA-IV-IV	119.21(a)(5) - On-Demand	PAX and Cargo	MEL	IFR/VFR	Day/Night
GA-IV-X	119.21(a)(5) - On-Demand	PAX and Cargo	MEL	IFR/VFR	Day/Night
GA-V-V	119.21(a)(5) - On-Demand	PAX and Cargo	MEL	IFR/VFR	Day/Night
G-V-SP	119.21(a)(5) - On-Demand	PAX and Cargo	MEL	IFR/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 Gary L Middleton, Principal Operations Inspector (WP07)
[1] EFFECTIVE DATE: 12/4/2019, [2] AMENDMENT #: 30
DATE: 2019.12.04 15:23:02 -06:00

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

Digitally signed by Lynn R Sloan, Director of Operations
[1] SUPPORT INFO: add BBJ
DATE: 2019.12.04 15:24:55 -06:00

A031 . Contract Training

HQ Control: 12/01/2010
HQ Revision: 04a

a. The certificate holder is authorized to make arrangements with each training center (including satellites) and/or certificate holder operating under the same CFR part (collectively referred to as training organizations) listed in this operations specification for the purpose of conducting instruction and/or evaluations for the certificate holder in accordance with the following limitations and provisions.

b. The certificate holder must ensure that all arrangements made with each training organization listed in this operations specification are performed in accordance with the certificate holder's approved training program(s) and the Code of Federal Regulations.

c. The certificate holder must ensure that each of the training organization(s) listed in Table 1 below has adequate facilities and equipment, competent personnel, and an organizational structure to support the requested training and/or evaluations specified in the certificate holder's approved training program.

d. The certificate holder must ensure that that all instruction and evaluations conducted by each training organization listed in this operations specification are performed in accordance with the certificate holder's operating rules and as approved by the certificate holder's principal operations inspector (POI).

e. The certificate holder must have a program or method outlined in its training program that enables it to detect, identify, and implement timely corrective action for all deficiencies detected in the training provided by each training organization listed in Table 1 below.

f. The certificate holder must ensure that each person engaged in the instruction and evaluation of its personnel who are employed by each training organization listed in Table 1 below is trained, qualified, and authorized to conduct the appropriate training, testing, and checking in accordance with the certificate holder's operating rules and the training program approved by its POI.

g. The certificate holder must ensure that all arrangements made with each training organization listed in Table 1 below are fully compliant with these operations specifications, the certificate holder's approved training program, the Code of Federal Regulations and in no way contrary to them.

h. The certificate holder must ensure that its aircraft configuration(s) and POI-approved procedures are effectively supported by the training

organization's equipment, instruction, and evaluations. Additionally, the certificate holder must ensure that differences between its equipment and the training organization's equipment are addressed by conducting appropriate differences training.

i. The certificate holder must conduct a standardization review of each organization listed in Table 1 of this operations specification and provide the results of this review to the certificate holder's POI prior to beginning contract training or checking operations. This operations specification paragraph A031 may be issued upon receipt by the certificate holder's POI of a satisfactory standardization review.

j. The certificate holder must conduct initial and recurring audits of each training agreement and organization listed in Table 1 of this operations specification. Each audit must include an evaluation of at least the items listed in subparagraphs b through h above. The first audit is due within 60 days of the commencement of training or checking operations, and subsequent audits must be conducted by the certificate holder at least once every 24 calendar months. The date of the most recent audit must be recorded in Table 1. Each audit with evaluation must be presented to the certificate holder's POI for review and acceptance not later than the last business day of the month following the due month for such audits.

k. The certificate holder must permit and facilitate access to its aircraft and cockpits by employees of the training organization(s) listed in Table 1 for the purpose of maintaining their line-performance/line-observation currency as contract instructors and/or contract check pilots.

l. The certificate holder is authorized to conduct training and/or checking under agreement with the training organization(s) listed in Table 1 below:

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

Part 142 Training Center and/or Part 119 Certificate Holder	Street Address	City	State or Country	Postal Code	Training Center Certificate Number	Curriculum, Curriculum Segment, and/or Module Title with Regulatory Reference(s)	Aircraft M/M/S	Most Recent Audit Date
FlightSafety International, Inc.	301 Robert B. Miller Road	Savannah	GA	31402	UJFX071K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	GA-VI-VI	04/2017

Part 142 Training Center and/or Part 119 Certificate Holder	Street Address	City	State or Country	Postal Code	Training Center Certificate Number	Curriculum, Curriculum Segment, and/or Module Title with Regulatory Reference(s)	Aircraft M/M/S	Most Recent Audit Date
FlightSafety International, Inc.	301 Robert B. Miller Road	Savannah	GA	31402	UJFX071K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	GA-IV-IV	04/2017
FlightSafety International, Inc.	301 Robert B. Miller Road	Savannah	GA	31402	UJFX071K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	GA-IV-X	04/2017
FlightSafety International, Inc.	301 Robert B. Miller Road	Savannah	GA	31402	UJFX071K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	GA-V-V	04/2017
FlightSafety International, Inc.	301 Robert B. Miller Road	Savannah	GA	31402	UJFX071K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	G-V-SP	04/2017
CAE Simuflite, Inc.	4 Apollo Drive	Whippany	NJ	07981	ST7X359K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	GA-200-200	01/2019

Part 142 Training Center and/or Part 119 Certificate Holder	Street Address	City	State or Country	Postal Code	Training Center Certificate Number	Curriculum, Curriculum Segment, and/or Module Title with Regulatory Reference(s)	Aircraft M/M/S	Most Recent Audit Date
CAE Simuflite, Inc.	4 Apollo Drive	Whippany	NJ	07981	ST7X359K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	GA-IV-IV	01/2019
CAE Simuflite, Inc.	4 Apollo Drive	Whippany	NJ	07981	ST7X359K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	GA-V-V	01/2019
CAE Simuflite, Inc.	4 Apollo Drive	Whippany	NJ	07981	ST7X359K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	DASSAULT-FALCON-2000EX EASy	01/2019
CAE Simuflite, Inc.	4 Apollo Drive	Whippany	NJ	07981	ST7X359K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	BD-700-1A10	01/2019

Part 142 Training Center and/or Part 119 Certificate Holder	Street Address	City	State or Country	Postal Code	Training Center Certificate Number	Curriculum, Curriculum Segment, and/or Module Title with Regulatory Reference(s)	Aircraft M/M/S	Most Recent Audit Date
CAE Simuflite, Inc .	2929 West Airfield Drive	Dallas	TX	75261	ST7X359K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	B-737-73Q	11/19
CAE Simuflite, Inc .	2929 West Airfield Drive	Dallas	TX	75261	ST7X359K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	BD-700-1A10	01/2019
CAE Simuflite, Inc.	2929 West Airfield Drive	Dallas	TX	75261	ST7X359K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	DASSAULT-FALCON-2000EX EASy	01/2019
CAE Simuflite, Inc.	2929 West Airfield Drive	Dallas	TX	75261	ST7X359K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	GA-IV-IV	01/2019
CAE Simuflite, Inc.	2929 West Airfield Drive	Dallas	TX	75261	ST7X359K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	GA-V-V	01/2019

Part 142 Training Center and/or Part 119 Certificate Holder	Street Address	City	State or Country	Postal Code	Training Center Certificate Number	Curriculum, Curriculum Segment, and/or Module Title with Regulatory Reference(s)	Aircraft M/M/S	Most Recent Audit Date
CAE Simuflite, Inc.	2929 West Airfield Drive	Dallas	TX	75261	ST7X359K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	DASSAULT-FALCON-2000	01/2019
CAE Simuflite, Inc.	2929 West Airfield Drive	Dallas	Texas	75261	ST7X359K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	EMB-145	01/2019
Bombardier Aircraft Training	2929 West Airfield Drive	Dallas	TX	75261	QB9X035K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	BD-700-1A10	
FlightSafety International, Inc.	625 North Hamilton Road	Columbus	OH	43219	UJFX071K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	GA-200-200	

Part 142 Training Center and/or Part 119 Certificate Holder	Street Address	City	State or Country	Postal Code	Training Center Certificate Number	Curriculum, Curriculum Segment, and/or Module Title with Regulatory Reference(s)	Aircraft M/M/S	Most Recent Audit Date
FlightSafety International, Inc.	625 North Hamilton Road	Columbus	OH	43219	UJFX071K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	BD-700-1A10	
FlightSafety International, Inc.	3201 E. Airfield Drive	DFW Airport	TX	75261	UJFX071K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	GA-200-200	
FlightSafety International, Inc. (Sim #1 s/n 1262)	3201 E. Airfield Drive	DFW Airport	TX	75261	UJFX071K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	G280	09/2018
FlightSafety International, Inc. (Sim #2 s/n 1445)	3201 E. Airfield Drive	DFW Airport	TX	75261	UJFX071K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	G280	09/2018
FlightSafety International, Inc.	3201 E. Airfield Drive	DFW Airport	TX	75261	UJFX071K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	GA-IV-X	01/19

Part 142 Training Center and/or Part 119 Certificate Holder	Street Address	City	State or Country	Postal Code	Training Center Certificate Number	Curriculum, Curriculum Segment, and/or Module Title with Regulatory Reference(s)	Aircraft M/M/S	Most Recent Audit Date
FlightSafety International, Inc.	3201 E. Airfield Drive	DFW Airport	TX	75261	UJFX071K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	G-V	01/19
FlightSafety International, Inc.	3201 E. Airfield Drive	DFW Airport	TX	75261	UJFX071K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	DASSAULT-FALCON-2000EX EASy	01/2019
FlightSafety International, Inc.	100 W Moonachie Ave	Teterboro	NJ	07074	UJFX071K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	DASSAULT-FALCON-2000EX EASy	
FlightSafety International, Inc.	100 W Moonachie Ave	Teterboro	NJ	07074	UJFX071K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	DASSAULT-FALCON-2000	

Part 142 Training Center and/or Part 119 Certificate Holder	Street Address	City	State or Country	Postal Code	Training Center Certificate Number	Curriculum, Curriculum Segment, and/or Module Title with Regulatory Reference(s)	Aircraft M/M/S	Most Recent Audit Date
FlightSafety International, Inc.	4330 E. Donald Douglas Drive	Long Beach	CA	90808	UJFX071K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	GA-IV-IV	8/19
FlightSafety International, Inc.	4330 E. Donald Douglas Drive	Long Beach	CA	90808	UJFX071K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	GA-V-V	8/19
FlightSafety International, Inc.	4330 E. Donald Douglas Drive	Long Beach	CA	90808	UJFX071K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	GA-VI-VI	12/19
Flight Safety International, Inc.	155 North DuPont Highway	New Castle	Delaware	19720	UJFX071K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	GA-VI-VI	
Flight Safety International, Inc.	4645 Le Bourget Drive	St Louis	Missouri	63134	UJFX071K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	EMB-145	4/17

Part 142 Training Center and/or Part 119 Certificate Holder	Street Address	City	State or Country	Postal Code	Training Center Certificate Number	Curriculum, Curriculum Segment, and/or Module Title with Regulatory Reference(s)	Aircraft M/M/S	Most Recent Audit Date
Flight Safety International, Inc	7525 Fauna Street	Houston	Texas	77061	UJFX071K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator.	EMB-145	4/17
Flight Safety International, Inc	301 Robert B. Miller Road	Savannah	Georgia	31402	UJFX071K	Initial, recurrent, upgrade, transition, requalification, differences, qualification segment, special curriculum, instructors and check airmen, aircraft and simulator. 135.293(a)(2, 3) & (b): 135.297 checks - simulator	G280	9/18
Flight Safety International, Inc - Emergency Training	301 Robert B. Miller Road	Savannah	Georgia	31402	UJFX071K	Initial and recurrent training.		
FACTS Emergency Training	2929 West Airfield Drive	Dallas	Texas	75261	ST7X359K	Initial and recurrent training.		
FACTS Emergency Training	4 Apollo Drive	Whippany	New Jersey	07981	ST7X359K	Initial and recurrent training.		
CAE Simuflite, Inc	2929 West Airfield Drive	Dallas	Texas	75261	ST7X359K	Initial and recurrent training.		
FlightSafety International, Inc.	100 W Moonachie Ave	Teterboro	New Jersey	07074	UJFX071K	Initial and recurrent training.	DASSAULT-FALCON-2000	
FlightSafety International, Inc.	3201 E. Airfield Drive	Dallas	TX	75261	UJFX071K	Initial and recurrent training	GA-IV-IV	
Bill Murray Aerospace	4649 Diplomacy Rd	Ft Worth	TX	76244	2BMX082K	Initial and Recurrent Training	B-737-73Q	

Part 142 Training Center and/or Part 119 Certificate Holder	Street Address	City	State or Country	Postal Code	Training Center Certificate Number	Curriculum, Curriculum Segment, and/or Module Title with Regulatory Reference(s)	Aircraft M/M/S	Most Recent Audit Date
Flight Safety International, Inc.	4600 Diplomacy Rd	Ft Worth	TX	76155	UJFX071K	Initial and Recurrent Training	HAWKER-4000	
Flight Safety International, Inc.	1951 Airport Road	Wichita	Kanasa	67209	UJFX071K	Initial and Recurrent Training	HAWKER-900XP	

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 Gary L Middleton, Principal Operations Inspector (WP07)
[1] EFFECTIVE DATE: 12/12/2019, [2] AMENDMENT #: 52
DATE: 2019.12.12 12:24:34 -06:00

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

Digitally signed by Lynn R Sloan, Director of Operations
[1] SUPPORT INFO: LGB audit
DATE: 2019.12.12 13:03:07 -06:00

A056 . Data Link Communications

HQ Control: 12/12/2017
HQ Revision: 030

a. The certificate holder is authorized to conduct data link communications in accordance with the limitations and provisions of this operations specification.

b. Authorized Aircraft and Equipment for Data Link Communications. The certificate holder is authorized to conduct data link communications using the following aircraft and FAA-certified data link communication systems with the selected performance specified in Table 1:

Table 1 - Authorized Aircraft and Equipment for Data Link Communications

Aircraft M/M/S	Data Link System			Subnetworks	CSP	RCP	RSP	Limitations
	Manufacturer	Model	INTEROP Designator					
G-V-SP	Honeywell	EPIC-Planeview	FANS 1/A (+) without push to load	VDL M0/A, SATCOM Inmarsat	Rockwell Collins/ARINC	N/A	N/A	US Domestic CPDLC En-Route Prohibited PBCS Prohibited
G280	Rockwell Collins	Proline Fusion Planeview FMS 6100	FANS 1/A (+) with push to load	VDL M2 TSO-C160a or later, SATCOM Iridium	Rockwell Collins/ARINC	RCP 240	RSP 180	N/A
BD-700-1A10	Teledyne Controls	TL-608	FANS 1/A (+) with push to load	VDL M0/A, SATCOM Inmarsat	Rockwell Collins/ARINC	N/A	N/A	US Domestic CPDLC En-Route Prohibited PBCS Prohibited

c. Training. The certificate holder must ensure pilots and relevant operations personnel (e.g., dispatchers) have completed an approved training program prior to conducting data link communication operations. Pilots must be knowledgeable of and comply with:

(1) All provisions applicable to the use and operation of the installed data link system; and

(2) Flight planning designators and requirements.

d. Aircraft Alterations (Including Software Updates). The certificate holder must evaluate alterations to the aircraft and identify any changes to aircraft eligibility. The owner of the design approval for the alteration must confirm the alteration did not affect the data link system. If the alteration affected the data link system, the owner of the design must provide a statement of compliance (SOC) to the associated interoperability requirements standards (INTEROP), subnetworks, and performance standards. The certificate holder must determine aircraft eligibility after each alteration.

e. Communication Coverage. The certificate holder must ensure the aircraft's subnetwork communication coverage capability is adequate for the route to be flown. For adequate coverage, the certificate holder may have to adjust their aircraft's media management parameters (e.g. where the system automatically switches from Very High Frequency Data Link (VDL) to satellite communications (SATCOM)).

f. Communication Service Provider(s) (CSP). The certificate holder must ensure their CSP meets the specifications in Table 1. Agreements with the CSP must include:

(1) Failure Notification;

(2) CSP performance allocations associated with the Required Communication Performance (RCP) and Required Surveillance Performance (RSP) in Table 1;

(3) Recording data link messages;

(4) CSP Integrity; and

(5) Adequate subnetwork coverage for the route of flight.

g. Performance Monitoring and Reporting. The certificate holder must incorporate a performance monitoring and problem reporting process as part of their normal operations.

h. Limitations and Provisions. The certificate holder must conduct all data link operations in accordance with the following limitations and provisions:

(1) Voice Monitoring. Voice communications must be continually monitored.

(2) U.S. Domestic En route. For U.S. domestic en route operations, VDL Mode 2 (M2) is required. The VDL M2 requirements include a tunable radio approved to Technical Standard Order (TSO)-C160a, Very High Frequency (VHF) Digital Link (VDL) Mode 2 Communications Equipment, in lieu of TSO-C160. If not equipped with VDL M2, the certificate holder must use an FAA-approved alternate means of compliance in coordination with their CSP(s). Avionics systems must have "push to load" capability in the navigation system whenever a routing change (e.g., uplink message (UM)79, UM80, and UM83) is received.

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

Digitally signed by Gary L Middleton, Principal Operations Inspector (WP07)
[1] EFFECTIVE DATE: 2/4/2019, [2] AMENDMENT #: 8
DATE: 2019.03.12 14:44:59 -05:00

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

Digitally signed by Lynn R Sloan, Director of Operations
[1] SUPPORT INFO: Adding 2 G550s: N550NM & N885GM to previously approved list of N126HR, N336EB, N4500X & N780KS; Adding Globals: N68005, N228SS & N789RR.
DATE: 2019.02.04 17:56:38 -06:00

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
BD-700-1A10	N/A
DASSAULT-FALCON-2000	N/A
DASSAULT-FALCON-2000EX EASy	N/A
EMB-135-BJ	N/A
G-200	N/A
G-V-SP	N/A
G280	N/A
GA-IV-IV	N/A
GA-IV-X	N/A
GA-V-V	N/A
IA-Galaxy	N/A
B-737-700	N/A

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.

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

Digitally signed by Gary L Middleton, Principal Operations Inspector (WP07)
[1] EFFECTIVE DATE: 12/12/2019, [2] AMENDMENT #: 16
DATE: 2019.12.12 12:29:34 -06:00

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

Digitally signed by Lynn R Sloan, Director of Operations
[1] SUPPORT INFO: add BBJ
DATE: 2019.10.28 12:43:39 -05:00

B034 . IFR Class I En Route Navigation Using Area Navigation Systems **HQ Control: 12/04/2010**
HQ Revision: 040

a. The certificate holder is authorized to conduct IFR Class I terminal and en route navigation (including operations outside positive radar control) using aircraft and RNAV systems approved by this paragraph in those areas of operations where this paragraph is referenced in B050 of these operations specifications.

b. Approved Operations. If specified in Table 1 below, the certificate holder is authorized to conduct Precision RNAV (P-RNAV) and/or Basic RNAV (B-RNAV)/RNAV 5 operations in terminal and/or en route areas where this paragraph is referenced in paragraph B050 of these operations specifications.

(1) The route design determines whether the operation is terminal or en route navigation.

(2) For B-RNAV/RNAV 5 terminal and en route operations, the navigation performance is ±5 nautical miles (NM) for 95 percent of the flight time.

(3) For P-RNAV terminal and en route operations, the navigation performance is ±1 NM for 95 percent of the flight time.

(4) If the RNAV equipment is certified for P-RNAV, it may be authorized for both P-RNAV and B-RNAV/RNAV 5 terminal and en route operations.

c. Authorized En Route Navigation. Except as provided in these operations specifications, the certificate holder shall not conduct any other IFR Class I en route navigation using RNAV systems.

d. Authorized Aircraft Navigation Systems. The certificate holder is authorized to conduct IFR Class I terminal and en route navigation using the following aircraft and RNAV systems for the operations indicated in Table 1 below. If no specific navigation performance (for B–RNAV/RNAV 5 and/or P-RNAV) is authorized, enter N/A in column 4.

Table 1 – Aircraft, Navigation Systems, and Navigation Performance

Aircraft M/M/S	Area Navigation Systems Manufacturer	Model	Navigation Performance	Limitations and Conditions
BD-700-1A10	Rockwell Collins	Dual G6000	B-RNAV/RNAV 5 (+/-5NM), and P-RNAV (+/-1NM)	Per AFM
BD-700-1A10	Honeywell	Dual IC-800E w/GPS	B-RNAV/RNAV 5 (+/-5NM)	Per AFM
DASSAULT-FALCON-2000	Universal	Dual UNS 1C	B-RNAV/RNAV 5 (+/-5NM), and P-RNAV (+/-1NM)	Per AFM
DASSAULT-FALCON-2000EX EASy	Honeywell	Dual FMS DL-700	B-RNAV/RNAV 5 (+/-5NM), and P-RNAV (+/-1NM)	Per AFM
EMB-135-BJ	Honeywell	Dual IC-600 w/GPS	B-RNAV/RNAV 5 (+/-5NM)	Per AFM
G-200	Rockwell Collins	Dual 4000A w/AHRS	B-RNAV/RNAV 5 (+/-5NM), and P-RNAV (+/-1NM)	Per AFM

Aircraft M/M/S	Area Navigation Systems Manufacturer	Model	Navigation Performance	Limitations and Conditions
G-V-SP	Honeywell	Dual NIC-200 w/GPS	B-RNAV/RNAV 5 (+/-5NM), and P-RNAV (+/-1NM)	Per AFM
G-VI-G650ER	Honeywell	Triple FMS MC-850	B-RNAV/RNAV 5 (+/-5NM), and P-RNAV (+/-1NM)	Per AFM
G280	Collins	Dual FMS-6100	B-RNAV/RNAV 5 (+/-5NM), and P-RNAV (+/-1NM)	Per AFM
GA-IV-IV	Global	GNS-XLS w/ GPS	B-RNAV/RNAV 5 (+/-5NM), and P-RNAV (+/-1NM)	Per AFM
GA-IV-IV	Honeywell	Dual NZ-2000 w/GPS	B-RNAV/RNAV 5 (+/-5NM), and P-RNAV (+/-1NM)	Per AFM
GA-IV-IV	Honeywell	Tripple NZ-2000 w/GPS	B-RNAV/RNAV 5 (+/-5NM), and P-RNAV (+/-1NM)	Per AFM
GA-IV-X	Honeywell	Dual NIC-200 w/GPS	B-RNAV/RNAV 5 (+/-5NM)	Per AFM
GA-V-V	Honeywell	Dual IC-800E w/GPS	B-RNAV/RNAV 5 (+/-5NM), and P-RNAV (+/-1NM)	Per AFM
GA-VI-VI	Honeywell	Triple FMS MC-850	B-RNAV/RNAV 5 (+/-5NM), and P-RNAV (+/-1NM)	Per AFM
IA-Galaxy	Universal	Dual UNS 1C+	B-RNAV/RNAV 5 (+/-5NM), and P-RNAV (+/-1NM)	Per AFM

e. Special En Route Limitations and Provisions. The certificate holder shall conduct all operations authorized by this paragraph in accordance with the following en route limitations and provisions:

(1) Except when navigation is performed under the supervision of a properly qualified check airman, the flightcrew must be qualified in accordance with the certificate holder's approved training program for the system being used or have satisfactorily completed a flight check using the system. The flightcrew shall have satisfactorily completed the ground school portion of that training program before performing under the supervision of a check airman.

(2) The navigation system shall be fully operational or operating in accordance with the certificate holder's approved MEL, when the system is used for any navigation.

(3) Prior to conducting operations in airspace that require a specific navigation performance, if authorized and listed in Table 1 above, the certificate-holder must ensure that the aircraft navigation system will provide the navigation performance for the planned flight time in that airspace.

(4) The RNAV systems used must permit the flight to navigate to the degree of accuracy or operational performance level required for ATC; be approved for the particular area of operation as specified in paragraph B050 of these operations specifications; and be certificated for IFR flight.

(5) IFR Class I navigation using a single RNAV system shall not be conducted unless Class I navigation with a single system is authorized by this paragraph and all of the following conditions are met:

(a) The redundant airborne equipment required to conduct IFR Class I navigation using airways navigation facilities is installed and operational.

(b) The capability exists at any point along the planned route of flight to safely return to and use airways navigation facilities for navigation if the single RNAV system fails.

(c) Any flight operated over off-airway routing is operated under ATC radar control.

(6) IFR Class I navigation, using a single RNAV system, shall not be conducted without at least one pilot using the facilities which define the airway or off-airway routing as the primary navigation reference unless the following conditions are met:

(a) The aircraft's present position and its relationship to NAVAID, airways, and any other Instrument Flight Procedure (IFP) specified in the currently effective ATC clearance are continuously displayed on each pilot's flight instruments.

(b) An indication is immediately provided on the forward instrument panel, within the normal field of view of each pilot, when the navigation performance of the RNAV system is insufficient to navigate to the degree of accuracy required for ATC.

(7) An approved RNAV system fix may be substituted for a required en route ground facility when that facility is temporarily out of service, provided the approved navigation system has sufficient accuracy to navigate the aircraft to the degree of accuracy or navigation performance required for ATC over that portion of the flight.

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

Digitally signed by Alfred G Rager on behalf of Major, Jack G, Principal Maintenance Inspector (WP07)
[1] EFFECTIVE DATE: 7/13/2018, [2] AMENDMENT #: 28
DATE: 2018.07.17 15:56:51 -05:00

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

Digitally signed by Lynn R Sloan
[1] SUPPORT INFO: Addition of aircraft type GA-IV-X
DATE: 2018.07.13 13:36:39 -05:00

B035 . Class I Navigation in the U.S. Class A Airspace using Area or Long-Range Navigation Systems **HQ Control: 03/07/2016**
HQ Revision: 03a

a. The certificate holder is authorized to conduct Class I navigation in the U.S. Class A Airspace using the airplanes and area navigation (RNAV) or long-range navigation systems (LRNS) approved by this paragraph, provided the special limitations and provisions of this operations specification are met. Except as provided in these operations specifications, the certificate holder must not conduct any other operation using RNAV or LRNS in the U.S. Class A Airspace.

b. Airplanes and Navigation Equipment. The certificate holder is authorized to conduct Class I navigation in the U.S. Class A Airspace using the following airplanes and navigation systems.

Table 1 – Airplane(s), RNAV Equipment, Navigation Specification(s)

Airplane Type (M/M/S)	Navigation Equipment			Navigation Specification(s)	Additional Capabilities	Limitations and Conditions
	Manufacturer	Model HW/ Part#	Software Part/ Version/ Revision #			
BD-700-1A10	Rockwell Collins	Dual G6000 vision	822-2192-002	RNP 2,/RNAV 2	FRT/TOAC	Per AFM
BD-700-1A10	Honeywell	Dual IC800E w/ GPS	7017300-610103	RNP 2,/RNAV 2	FRT/TOAC	Per AFM
DASSAULT-FALCON-2000	Universal	Dual UNS-1C	1017-41-221	RNP 2,/RNAV 2	FRT/TOAC	Per AFM
DASSAULT-FALCON-2000EX EASy	Honeywell	Dual Primus Epic/ FMS DL-700	7018879-03022	RNP 2,/RNAV 2	FRT/TOAC	Per AFM
EMB-135-BJ	Honeywell	Dual IC600 w/ GPS	7017000-82413	RNP 2,/RNAV 2	FRT/TOAC	Per AFM
G-200	Rockwell Collins	Dual FMC-6000A w/AHRS	822-0868-073	RNP 2,/RNAV 2	FRT/TOAC	Per AFM
G-V-SP	Honeywell	Dual NIC-200 w/ GPS	7026542-1901	RNP 2,/RNAV 2	FRT/TOAC	Per AFM
G-VI-G650ER	Honeywell	Triple FMS MC-850	7033700-951	RNP 2,/RNAV 2	FRT/TOAC	Per AFM
G280	Rockwell Collins	Dual FMS-6100	810-0123-1G0002	RNP 2,/RNAV 2	FRT/TOAC	Per AFM
GA-IV-IV	Honeywell	Dual NZ 2000 w/ GPS	7018897-03022	RNP 2,/RNAV 2	FRT/TOAC	Per AFM

Airplane Type (M/M/S)	Navigation Equipment			Navigation Specification(s)	Additional Capabilities	Limitations and Conditions
	Manufacturer	Model HW/ Part#	Software Part/ Version/ Revision #			
GA-IV-IV	Honeywell	Tripple NZ 2000 w/ GPS	7018897-03022	RNP 2,/RNAV 2	FRT/TOAC	Per AFM
GA-IV-IV	Honeywell	Global GNSX-XLS w/ GPS	HG2021KB02	RNP 2,/RNAV 2	FRT/TOAC	Per AFM
GA-IV-X	Honeywell	Dual NIC-200 w/ GPS	7026542-1901	RNP 2,/RNAV 2	FRT/TOAC	Per AFM
GA-V-V	Honeywell	Dual IC800E w/ GPS	7017300-56025	RNP 2,/RNAV 2	FRT/TOAC	Per AFM
GA-VI-VI	Honeywell	Triple FMS MC-850	7033700-951	RNP 2,/RNAV 2	FRT/TOAC	Per AFM
IA-Galaxy	Universal	Dual UNS-1C+	1017-41-221	RNP 2,/RNAV 2	FRT/TOAC	Per AFM
B-737-700	GE Aviation	Dual FMSC	171497-05-01	RNP 2,/RNAV 2	FRT/TOAC	Per AFM

c. Authorization for Domestic Routes. In Table 1, bundling of Advanced RNP (A-RNP), RNP 2, and RNAV 2 may be authorized for equipment that meets the necessary performance requirements. Lesser bundles are also available for RNP 2/RNAV 2 or RNAV 2 only. As a minimum for advanced RNP, the certificate holder must be qualified for the following advanced capabilities: scalability, radius to fix (RF), and parallel offset. Additionally, the Advanced RNP certificate holder must have adequate continuity for the operation. These authorizations do not include Q-routes in the Gulf of Mexico or RNP 2 oceanic and remote operations.

d. Additional Capabilities. Fixed Radius Transitions (FRT) and/or Time of Arrival Control (TOAC) en route may be selected in Table 1 under Additional Capabilities for those who qualify.

e. Special Limitations and Provisions. The certificate holder must comply with the following limitations and provisions when conducting any operation authorized by this paragraph.

(1) The certificate holder must not conduct such operations unless the certificate holder's approved training program provides training for the equipment and special procedures to be used.

(2) Except when navigation is performed under the supervision of a properly qualified check airman, any pilot used in operations authorized by this paragraph must be qualified in accordance with the certificate holder's approved training program for the navigation system

being used.

(3) For operations in the continental United States, unless the RNAV route specifically requires GPS or GNSS equipage, aircraft on the RNAV route must be within ATC radar surveillance and communication. If ATC radar fails, an ATC clearance must be obtained to continue the flight without the use of RNAV routes. If the RNAV or the LRNS fails, notify ATC as soon as practical.

(4) For operations in Alaska, the entire portion of the intended route of flight, using the RNAV or LRNS, must be under Air Traffic Control (ATC) radar surveillance and communication. If ATC radar fails, an ATC clearance must be obtained to continue the flight without the use of RNAV routes. If the RNAV or the LRNS fails, notify ATC as soon as practical.

(5) The airborne navigation equipment (VOR, DME, automatic direction finder (ADF)) required to navigate in the U.S. Class A Airspace using airways navigation facilities is installed and operational.

(6) If the Part 135 certificate holder has no operations manual, the approved procedures for the domestic RNAV Q-route authorization are as follows: .

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

Digitally signed by Gary L Middleton, Principal Operations Inspector (WP07)
[1] EFFECTIVE DATE: 12/12/2019, [2] AMENDMENT #: 25
DATE: 2019.12.12 12:31:25 -06:00

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

Digitally signed by Lynn R Sloan, Director of Operations
[1] SUPPORT INFO: Add BBJ
DATE: 2019.10.28 12:46:28 -05:00

B036 . Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems (M-LRNS) **HQ Control: 03/07/2016**
HQ Revision: 05d

a. The certificate holder is authorized to conduct Oceanic and Remote Continental navigation using Multiple Long-Range Navigation Systems (M-LRNS) only within the areas of en route operation where this paragraph is referenced in paragraph B050 of these operations specifications. Unless specifically authorized elsewhere in these operations specifications, the certificate holder must not conduct Oceanic and Remote Continental navigation operations within Central East Pacific (CEP) Airspace, North Pacific (NOPAC) Airspace, North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) Airspace, or areas of magnetic unreliability (AMU). The certificate holder must conduct all Oceanic and Remote Continental navigation operations using M-LRNS in accordance with the provisions of this paragraph.

b. Bundling Navigation Specifications. In Table 1, under the navigation specification column, bundling of Advanced Required Navigation Performance (A-RNP), RNP 2, RNP 4, and RNP 10 may be authorized for equipment that meets the necessary performance requirements for oceanic and remote operations. Lesser bundles are also available: RNP 2, RNP 4, and RNP 10 or RNP 4 and RNP 10 or RNP 10 only. As a minimum for A-RNP, the certificate holder must be qualified for the following advanced capabilities: scalability, Radius to Fix (RF), and parallel offset. Additionally, the A-RNP certificate holder must have adequate continuity for the operation.

Table 1 - Authorized Airplane(s), Equipment

Airplane M/M/S	Long-Range Navigation Systems (LRNS)			Navigation Specification(s)	Additional Capabilities	Limitations	RNP Time Limits
	Manufacturer	Model/HW Part #	Software Part/Ver#				
BD-700-1A10	Rockwell Collins	Dual G6000		RNP 2/RNP 4/RNP 10	N/A	Per AFM	N/A
DASSAULT-FALCON-2000	Universal	Dual UNS 1C		RNP 2/RNP 4/RNP 10	N/A	Per AFM	N/A
DASSAULT-FALCON-2000	Collins	Dual FMS-6100		RNP 2/RNP 4/RNP 10	N/A	Per AFM	N/A
DASSAULT-FALCON-2000EX EASy	Honeywell	Dual FMS DL-700		RNP 2/RNP 4/RNP 10	N/A	Per AFM	N/A
G-200	Rockwell Collins	Dual 4000A w/AHRS		RNP 2/RNP 4/RNP 10	N/A	Per AFM	N/A

Airplane M/M/S	Long-Range Navigation Systems (LRNS)			Navigation Specification(s)	Additional Capabilities	Limitations	RNP Time Limits
	Manufacturer	Model/HW Part #	Software Part/Ver#				
G-V-SP	Honeywell	Dual NIC-200 w/GPS		RNP 2/RNP 4/RNP 10	N/A	Per AFM	N/A
G-VI-G650ER	Honeywell	Triple FMS MC-850		RNP 2/RNP 4/RNP 10	N/A	Per AFM	N/A
G280	Collins	Dual FMS-6100		RNP 2/RNP 4/RNP 10	N/A	Per AFM	N/A
GA-IV-IV	Global	GNS-XLS w/GPS		RNP 2/RNP 4/RNP 10	N/A	Per AFM	N/A
GA-IV-IV	Honeywell	Dual NZ-2000 w/GPS		RNP 2/RNP 4/RNP 10	N/A	Per AFM	N/A
GA-IV-X	Honeywell	Dual NIC-200 w/GPS		RNP 2/RNP 4/RNP 10	N/A	Per AFM	N/A
GA-V-V	Honeywell	Dual IC-800E w/GPS		RNP 2/RNP 4/RNP 10	N/A	Per AFM	N/A
GA-VI-VI	Honeywell	Triple FMS MC-850		RNP 2/RNP 4/RNP 10	N/A	Per AFM	N/A
IA-Galaxy	Universal	Dual UNS 1C+		RNP 2/RNP 4/RNP 10	N/A	Per AFM	N/A
DASSAULT-FALCON-900EX EASy	Honeywell	Dual FMS DL-700		RNP 2/RNP 4/RNP 10	N/A	Per AFM	N/A
CL-600-2B16 (CL-604)	Rockwell Collins	Dual FMC-6000		RNP 2/RNP 4/RNP 10	N/A	Per AFM	N/A
BD-700-1A10	Honeywell	Dual IC-800E w/GPS		RNP 2/RNP 4/RNP 10	N/A	Per AFM	N/A
EMB-135-BJ	Honeywell	Dual IC-600 w/GPS		RNP 2/RNP 4/RNP 10	N/A	Per AFM	N/A
B-737-700	GE Aviation	Dual FMCS		RNP 2/RNP 4/RNP 10	N/A	Per AFM	N/A

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

d. Special Limitations and Provisions. The certificate holder must conduct all operations using M–LRNS in accordance with the following limitations and provisions:

(1) The certificate holder must conduct all Oceanic and Remote Continental navigation operations so the airplane is continuously navigated to the degree of accuracy or RNP type required for air traffic control (ATC). For areas where these accuracy and navigation performance standards have not been formally established, the LRNS must be used to continuously navigate the airplane so that the cross-track and/or the along-track errors will not exceed 25 nautical miles at any point along the flight plan route specified in the ATC clearance.

(2) The navigation system must be operational as required by operations specifications B037 (CEP), B038 (NOPAC), B039 (NAT/MNPS), or B040 (AMU), as applicable.

(3) Except when navigation is being performed under the supervision of a check airman properly qualified for Oceanic and Remote Continental navigation, the flightcrew must be qualified on the system being used in accordance with the certificate holder's approved training program. The flightcrew performing under the supervision of a check airman must have satisfactorily completed the ground school portion of that training program.

(4) Prior to entering any airspace requiring the use of a LRNS, for airplanes approved for operations using GPS equipage and/or DME/DME automatic updating, the systems must be confirmed to be functioning normally (no fault indications); for all other airplanes the position must be accurately fixed using airways navigation facilities or ATC radar.

(5) After exiting this airspace, the airplane position must be accurately fixed and the LRNS error must be determined and logged in accordance with the certificate holder's approved procedures. An arrival gate position check satisfies this requirement.

(6) For airplanes approved for operations and using GPS equipage and/or DME/DME automatic position updating, no exit position fix is required unless there is an indication of LRNS malfunction.

(7) A LRNS fix may be substituted for a required en route ground facility when that facility is temporarily out of service, provided the approved navigation system has sufficient capability to navigate the airplane to the degree of accuracy or RNP type required for ATC over that portion of the flight.

(8) At RNP 2 dispatch, at least two independent approved Global Navigation Satellite System (GNSS) navigation systems must be installed and operational; acceptable for primary means of oceanic and remote continental navigation.

(a) In the event of a predicted, continuous loss of appropriate level of fault detection of more than 5 minutes for any part of the RNP 2 operation, the operator should revise the flight plan (e.g., delay the departure or plan a different route).

(9) At RNP 4 dispatch, at least two independent LRNSs, with integrity such that the navigation system does not provide misleading information. The LRNS must be fitted to the aircraft and form part of the basis upon which RNP 4 operational approval is granted. GNSS can be used as a standalone navigation system, as one of the sensors in a multisensor system, or as part of an integrated GNSS/inertial system:

(a) Twenty-five minutes is the maximum allowable time for which fault detection and exclusion (FDE) capability is projected to be unavailable on any one event. This maximum outage time must be included as a condition of the RNP 4 operational approval. If predictions indicate that the maximum allowable FDE outage will be exceeded, the operation must be rescheduled to a time when FDE is available.

(10) At RNP 10 dispatch, at least one of the navigation system configurations listed below must be installed and operational:

(a) At least two independent inertial navigation systems (INS);

(b) At least two flight management systems (FMS)/navigation sensor combinations (or equivalent);

(c) At least two independent approved GPS navigation systems acceptable for primary means of Oceanic and Remote Continental navigation in oceanic and remote areas;

(d) INS that use a mixed position solution (e.g., triple mix); or

(e) At least two approved independent LRNS from the list below:

- INS.
- FMS/navigation sensor combination (or equivalent).
- GPS navigation system approved for Oceanic and Remote Continental navigation in oceanic and remote areas.

(11) Thirty-four minutes is the maximum allowable time for which FDE capability is projected to be unavailable on any one event. This maximum outage time must be included as a condition of the RNP 10 operational approval. If predictions indicate that the maximum allowable FDE outage will be exceeded, the operation must be rescheduled to a time when FDE is available.

e. Operation on Routes or in Areas where an RNP is Specified. Operations in areas or on routes where an RNP is specified must be conducted in accordance with the following limitations and provisions:

(1) At dispatch, one of the navigation system configurations listed in subparagraph d (8), (9) or (10) above must be installed, operational, and (as listed in subparagraph b, Table 1) approved for the specified RNP (or better).

(2) The certificate holder must ensure that the airplane navigation system will provide the specified RNP for the planned flight time in the airspace and, if applicable, that the airplane will be operated in the RNP area of operation established using the RNP time limit listed in Table 1.

(3) The International Civil Aviation Organization (ICAO) flight plan filed with the Air Traffic Service Provider (ATSP) must show that the airplane and certificate holder are approved for the specified RNP (or better).

f. Deviations to RNP Requirements. The Administrator may authorize a certificate holder to deviate from RNP requirements in subparagraph d for a specific individual flight in airspace where an RNP is specified, if the ATSP determined that the airplane will not interfere with, or impose a burden on other operators. Operations conducted under such authority will be conducted in accordance with the following limitations and provisions:

(1) If fuel planning is predicated on en route climb to flight levels where RNP is normally required, an appropriate request must be coordinated in advance of the flight with the ATSP.

(2) The appropriate information blocks in the ICAO flight plan filed with the ATSP must show that the airplane is **not** approved for the specified RNP.

(3) At dispatch, at least one of the navigation system configurations listed in subparagraph d(8), (9) or (10) above must be installed and operational.

Addition of EMB-135-BJ s n1209

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

Digitally signed by Gary L Middleton, Principal Operations Inspector (WP07)
[1] EFFECTIVE DATE: 12/12/2019, [2] AMENDMENT #: 26
DATE: 2019.12.12 12:31:26 -06:00

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

Digitally signed by Lynn R Sloan, Director of Operations
[1] SUPPORT INFO: Add BBJ
DATE: 2019.10.28 12:47:41 -05:00

B050 . Authorized Areas of En Route Operations, Limitations, and Provisions **HQ Control: 09/12/1997**
HQ Revision: 020

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

Authorized Areas of En Route Operation	Reference Paragraphs	Note Reference #
Africa - Excluding Libya and Somalia	B031, B032, B034, B036, B046, B450	1
Africa - Somalia, SFAR 107, Only	B031, B032, B034, B036, B046, B450	1
Asia - Excluding North Korea	A153, B031, B032, B034, B036, B046, B450	1
Atlantic Ocean - The Atlantic Ocean islands/nations	B031, B032, B034, B036, B039, B046, B450	1
Atlantic Ocean - The Atlantic Ocean NAT/HLA airspace	A153, B031, B032, B034, B036, B039, B046	1
Atlantic Ocean - The Atlantic Ocean South of New York and Santa Maria Oceanic FIRs	B031, B032, B034, B036, B046	1
Atlantic Ocean - WATRS - The North Atlantic Ocean west of the western boundary of NAT/HLA airspace to include the San Juan CTA/FIR and the Atlantic portion of the Miami Oceanic CTA	B031, B032, B034, B036, B046, B054	1
Australia and New Zealand	A153, B031, B032, B034, B036, B046, B450	1
Canada - Excluding Canadian MNPS airspace	B031, B032, B034, B036, B046	1
Canadian MNPS airspace	A153, B031, B032, B034, B036, B046, B059	1
Caribbean Sea - Including the islands/nations and the Havana FIR - Including: Cuba	B031, B032, B034, B036, B046, B054	1
Central America	B031, B032, B034, B036, B046, B450	1
China	A153, B031, B032, B034, B036, B046, B450	1
Europe and the Mediterranean Sea - Including: Austria, Belgium, Bosnia & Herzegovina, Bulgaria, Czech Republic, Denmark, France, Germany,	B031, B032, B034, B036, B046, B450	1

Authorized Areas of En Route Operation	Reference Paragraphs	Note Reference #
Greece, Hungary, Ireland, Italy, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Spain, Sweden, Switzerland, United Kingdom		
Gulf of Mexico	B031, B032, B034, B036, B046, B054	
Indian Ocean - Including the islands/nations	B031, B032, B034, B036, B046, B450	1
Mexico	B031, B032, B034, B036, B046, B450	
Middle East - Excluding Iraq	B031, B032, B034, B036, B046, B450	1, 10, 7
Middle East - Iraq SFAR 77	A320, B031, B032, B034, B036, B046, B450	1, 4
Pacific Ocean - The Central and South Pacific Ocean	B031, B032, B034, B036, B037, B046	
Pacific Ocean - The North Pacific Ocean	B031, B032, B034, B036, B038, B046	
Pacific Ocean - The Pacific Ocean islands/nations	A153, B031, B032, B034, B036, B046, B450	1
Russia, Mongolia, and the CIS Nations	B031, B032, B034, B036, B046, B450	1
South America	B031, B032, B034, B036, B046, B450	1
USA - The 48 contiguous United States and the District of Columbia	B031, B032, B034, B035, B036, B046	
USA - The State of Alaska	B031, B032, B034, B035, B036, B046	
USA - The State of Hawaii	B031, B032, B034, B035, B036, B046	

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

Note Reference #	Limitations Provisions and Special Requirements
1	For flights to this area or country, outside commercial services must be utilized to obtain required permits, visas, flight plans, and weather data, unless the certificate holder has previous operating experience to the authorized area or country.
4	Iraq - in accordance with SFAR 77
7	Afghanistan - in accordance with NATO-UN-DOD restrictions.
10	Iran - in accordance with Commerce Department and Treasury Department restrictions.

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

Digitally signed by Alfred G Rager, Principal Operations Inspector (WP07)
[1] EFFECTIVE DATE: 11/22/2017, [2] AMENDMENT #: 8
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3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Lynn R Sloan
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B054 . Oceanic and Remote Airspace Navigation Using a Single Long-Range Navigation System

HQ Control: 07/27/2016
HQ Revision: 030

a. The certificate holder must conduct oceanic and remote airspace navigation using a single long-range navigation system (LRNS), as authorized by 14 CFR Part 135, §135.165, in accordance with the provisions and limitations of this operations specification.

b. The certificate holder is authorized to conduct oceanic and remote airspace navigation, limited to the areas identified in subparagraph c. below, using the airplanes and equipment listed in Table 1 below. Table 1 identifies the major navigation system components that constitute the single LRNS applicable to the airplanes operating under this authorization. Subparagraphs d. and e. describe the RNP 10 aspect of this authorization.

Table 1-Authorized RNP 10-Capable Airplanes, Equipment

Airplane M/M/S	Navigation System Components M/M	RNP 10 Time Limit (if applicable)
BD-700-1A10	Collins G6000	None
BD-700-1A10	Triple Honeywell IC-800E	None
DASSAULT-FALCON-2000	Collins FMS-6100	None
DASSAULT-FALCON-2000	Universal UNS-1C	None
DASSAULT-FALCON-2000EX EASy	Honeywell FMS DL-700	None
EMB-135-BJ	Honeywell IC-600	None
G-200	Collins 4000A	None
G-V-SP	Honeywell NIC-200	None
G-VI-G650ER	Honeywell FMS MC-850	None
G280	Collins FMS-6100	None
GA-IV-IV	Global GNS-XLS	None
GA-IV-IV	Honeywell NZ-2000	None
GA-IV-IV	Honeywell NZ-2010.NZ6.1	None
GA-IV-X	Honeywell NIC-200	None
GA-V-V	Honeywell IC-800E	None
GA-V-V	Honeywell IC 810 NZ 6.1	None
GA-VI-VI	Honeywell FMS MC-850	None
IA-Galaxy	Universal UNS-1C+	None
B-737-700	GE Aviation	None

c. Oceanic and remote airspace navigation in airplanes equipped with a single LRNS is limited to the following areas:

(1) West Atlantic, Caribbean Sea, Gulf of Mexico as defined as:

- Beginning at 44°47′20′′N/67°W;
- Hence to 38° 30′N/67°W;
- Hence to 38° 30′N/60° W;
- Hence to 27°N/60°W;
- Hence to 27°N/58°W;
- Hence to 7° 46′N/58°W; and
- Then northwestward along the adjacent coastline of South America, the eastern coastline of Central America, the eastern coastline of Mexico, and the southern and eastern coastlines of the United States to the beginning point.

(2) North Atlantic (NAT) special routes (i.e., Blue Spruce routes) defined in International Civil Aviation Organization (ICAO) NAT Document 007, North Atlantic Airspace and Operations Manual, and the Iceland Aeronautical Information Publication(AIP).

(a) Operations specification B039, Operations in North Atlantic High Level Airspace (NAT HLA) is also required for operations on these special routes between flight levels (FL) 285 and 420.

d. RNP 10.

(1) The certificate holder must ensure the airplane navigation system will provide RNP 10 capability for the planned flight time in the authorized area of operations, and will be operated within the RNP 10 time limit specified in Table 1.

(2) If the single LRNS is based on GPS alone (i.e., no inertial navigation input), the certificate holder must use a fault detection and exclusion (FDE) prediction program during flight planning to determine if gaps in FDE coverage apply to the planned route and expected duration of the flight. The maximum allowable gap in FDE coverage under RNP 10 is 34 minutes.

e. Indicating RNP 10 capability in ATC flight plans.

(1) Flightcrews are authorized to indicate RNP 10 capability in the ATC flight plan for operations in the following areas:

(a) Houston Oceanic Control Area/Flight Information Region (CTA/FIR);

(b) Gulf of Mexico portion of Miami Oceanic CTA/FIR;

(c) Monterrey CTA and Merida CTA within the Mexico FIR/upper control area (UTA); and

(d) NAT special routes (i.e., Blue Spruce routes) defined in ICAO NAT Document 007 and the Iceland AIP.

(2) Outside areas listed in subparagraph e(1), flightcrews must refrain from indicating RNP 10 capability on the ATC flight plan.

f. Flightcrew and Operational Control Personnel Training. Prior to conducting operations under this operations specification, flightcrew members and operational control personnel must have completed the certificate holder's training on the requirements pertinent to planning and operating flights in oceanic and remote airspace, and for operations under RNP 10. This training must include

operational procedures to mitigate the occurrence of large lateral track errors due to equipment malfunction or operational error.

g. Additional Limitations and Provisions. The certificate holder must conduct all operations authorized by this operations specification in airplanes equipped with a single LRNS, in accordance with the following limitations and provisions:

(1) The certificate holder must conduct all oceanic and remote airspace flights so the airplane is continuously navigated to the degree of accuracy required by ATC. For areas where these accuracy and performance standards have not been published, the LRNS must conform to established RNP 10 criteria.

(2) Prior to entering oceanic and remote airspace, confirm the performance of the LRNS. For airplanes equipped with GPS and/or DME automatic updating, check for no fault indications. For all other airplanes, fix the airplane position using ground navigation aids or ATC radar.

(3) After exiting oceanic and remote airspace, accurately fix the airplane position and record LRNS error in accordance with the certificate holder's approved procedures. An arrival gate position check satisfies this requirement. An exit fix is not required when using GPS for navigation unless there are indications of an LRNS malfunction.

(4) In order to conduct operations authorized by this operations specification, the navigation equipment identified in Table 1 must be fully operational prior to departure.

(5) Flightcrew contingency procedures must be in place and used in the event of loss of the single LRNS after departure.

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

Digitally signed by Gary L Middleton, Principal Operations Inspector (WP07)
[1] EFFECTIVE DATE: 12/12/2019, [2] AMENDMENT #: 30
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3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Lynn R Sloan, Director of Operations
[1] SUPPORT INFO: Add BBJ
DATE: 2019.10.28 12:55:17 -05:00

B059 . Canadian MNPS Airspace

HQ Control: 07/26/2004
HQ Revision: 000

a. The certificate holder is authorized to conduct operations in Canadian Minimum Navigation Performance Airspace (MNPS) as defined in the Canadian Aeronautical Information Publication (AIP) and in accordance with the limitations and provisions of this management specification.

b. This authorization does not constitute authorization for operations in the North Atlantic (NAT) MNPS (OpSpec B039).

c. Aircraft and Equipment . The certificate holder is authorized to use the following approved aircraft and equipment unique to Canadian MNPS airspace operations:

Aircraft and Equipment

Aircraft M/M/S	Equipment	Limitations & Provisions
BD-700-1A10	Dual Rockwell Collins G6000	Domestic Canadian MNPS airspace, excluding the Area of Magnetic Unreliability as established in Canadian AIP.
DASSAULT-FALCON-2000	Dual Uiversal UNS 1C	Domestic Canadian MNPS airspace, excluding the Area of Magnetic Unreliability as established in Canadian AIP.
DASSAULT-FALCON-2000EX EASy	Dual Honeywell FMS DL-700	Domestic Canadian MNPS airspace, excluding the Area of Magnetic Unreliability as established in Canadian AIP.
DASSAULT-FALCON-900EX EASy	Dual Honeywell FMS DL-700	Domestic Canadian MNPS airspace, excluding the Area of Magnetic Unreliability as established in Canadian AIP.
G-200	Dual Rockwell Collins 4000A w/AHRS	Domestic Canadian MNPS airspace, excluding the Area of Magnetic Unreliability as established in Canadian AIP.
G-V-SP	Dual Honeywell NIC-200 w/GPS	Domestic Canadian MNPS airspace, excluding the Area of Magnetic Unreliability as established in Canadian AIP.
G-VI-G650ER	Triple Honeywell FMS MC-850	Domestic Canadian MNPS airspace, excluding the Area of Magnetic Unreliability as established in Canadian AIP.

Aircraft M/M/S	Equipment	Limitations & Provisions
G280	Dual Collins FMS-6100	Domestic Canadian MNPS airspace, excluding the Area of Magnetic Unreliability as established in Canadian AIP.
GA-IV-IV	Global GNS-XLS w/ GPS	Domestic Canadian MNPS airspace, excluding the Area of Magnetic Unreliability as established in Canadian AIP.
GA-IV-IV	Dual Honeywell NZ-2000 w/ GPS	Domestic Canadian MNPS airspace, excluding the Area of Magnetic Unreliability as established in Canadian AIP.
GA-IV-X	Dual Honeywell NIC-200 w/GPS	Domestic Canadian MNPS airspace, excluding the Area of Magnetic Unreliability as established in Canadian AIP.
GA-V-V	Dual Honeywell IC-800E w/ GPS	Domestic Canadian MNPS airspace, excluding the Area of Magnetic Unreliability as established in Canadian AIP.
GA-VI-VI	Triple Honeywell FMS MC-850	Domestic Canadian MNPS airspace, excluding the Area of Magnetic Unreliability as established in Canadian AIP.
IA-Galaxy	Dual Universal UNS 1C+	Domestic Canadian MNPS airspace, excluding the Area of Magnetic Unreliability as established in Canadian AIP.
CL-600-2B16	Dual Rockwell Collins FMC 6000	Domestic Canadian MNPS airspace, excluding the Area of Magnetic Unreliability as established in Canadian AIP
BD-700-1A10	Triple Honeywell IC-800E w/ GPS	Domestic Canadian MNPS airspace, excluding the Area of Magnetic Unreliability as established in Canadian AIP
EMB-135-BJ	Dual Honeywell IC-600 w/ GPS	Domestic Canadian MNPS airspace, excluding the Area of Magnetic Unreliability as established in Canadian AIP
		Domestic Canadian MNPS airspace, excluding the

Aircraft M/M/S	Equipment	Limitations & Provisions
B-737-700	Dual GE Aviation FMCS	Area of Magnetic Unreliability as established in Canadian AIP

d. Areas of Magnetic Unreliability. Canadian MNPS operations which fall within the areas of magnetic unreliability require an additional validation flight and authorization for Areas of Magnetic Unreliability (AMU), (OpSpec B040).

e. Required Pilot Training and Testing. Except when under the supervision of an appropriately trained check pilot, the flightcrew must have completed an approved training and testing program applicable to the equipment, routes, and procedures unique to this authorization.

f. If the certificate holder is authorized OpSpec B039, NAT/MNPS, no additional requirements must be met for Canadian MNPS airspace except for AMU, if applicable.

g. The certificate holder must have the minimum communications and navigation equipment as specified in the Canadian AIP.

h. RVSM. Canadian MNPS operations which fall within RVSM airspace require additional authorizations for RVSM (OpSpec paragraphs B046 and D092).

i. Areas of Operations. OpSpec B050 must contain the applicable area of en route operations for Canadian MNPS airspace authorization to be complete.

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

Digitally signed by Gary L Middleton, Principal Operations Inspector (WP07)
[1] EFFECTIVE DATE: 12/12/2019, [2] AMENDMENT #: 23
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3. I hereby accept and receive the Operations Specifications in this paragraph.

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[1] SUPPORT INFO: add BBJ
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C055 . Alternate Airport IFR Weather Minimums

HQ Control: 12/04/2018
HQ Revision: 050

a. The certificate holder is authorized to derive alternate airport weather minimums from Table 1 below, according to the limitations and provisions of this operations specification.

Table 1 - Alternate Airport IFR Weather Minimums

Approach Facility Configuration	Ceiling	Visibility
For airports with at least one operational navigational facility providing a straight-in nonprecision approach procedure, or CAT I precision approach, or, when applicable, a circling maneuver from an IAP.	Add 400 ft to MDA(H) or DA(H), as applicable.	Add 1 statute mile (sm) or 1600 m to the landing minimum.
For airports with at least two operational navigational facilities, each providing a straight-in approach procedure to different suitable runways.	Add 200 ft to higher DA(H) or MDA(H) of the two approaches used.	Add ½ sm or 800 m to the higher authorized landing minimum of the two approaches used.

b. Special Limitations and Provisions.

(1) The certificate holder must not use an alternate airport weather minimum other than any applicable minimum derived from Table 1. The certificate holder must not use any GPS-based IAP unless the certificate holder is authorized to conduct GPS-based IAP and meets the requirements in subparagraph b(8).

(2) In determining alternate airport weather minimums, the certificate holder must not use any published IAP which specifies that alternate airport weather minimums are not authorized.

(3) When determining the suitability of a runway, wind (including gust) must be forecast to be within operating limits (including reduced visibility limits) and should be within the manufacturer's maximum demonstrated crosswind.

(4) All conditional forecast elements below the lowest applicable operating minimums must be taken into account. Additives are applied only to the height value (H) rounded up to the next 100 ft value (if not a multiple of 100) to determine the required ceiling.

(5) When dispatching under the provisions of the minimum equipment list (MEL), those MEL limitations affecting instrument approach minimums must be considered in determining alternate minimums.

(6) For operations outside the United States, because of variations in the international metric weather forecasting standards, 700 m may be used in lieu of 800 m.

(7) Credit for alternate minimums based on CAT II or CAT III capability is authorized if the certificate holder is approved for engine inoperative CAT III operations under operations specification C060, Category II and Category III Instrument Approach and Landing Operations.

(8) Use of GPS-Based IAP Minimums at an Alternate Airport. The certificate holder may use GPS-based IAP with the airplane make, model, and series (M/M/S) listed in Table 2. If no authorizations appear in Table 2, GPS-based IAP minimums are not authorized at an alternate airport. Examples of GPS-based IAP include GPS, RNAV (GPS), and RNAV (RNP).

Table 2 - GPS-Based IAP Authorizations

Airplane M/M/S	Conditions and Limitations	Remarks
BD-700-1A10	Subparagraph b8(e)(iv)	N/A
DASSAULT-FALCON-2000EX EASy	Subparagraph b8(e)(iv)	N/A
DASSAULT-FALCON-2000	Subparagraph b8(e)(ii)	N/A
G-1159-A	Subparagraph b8(e)(i)	N/A
G280	Subparagraph b8(e)(iv)	N/A
GA-200-200	Subparagraph b8(e)(iv)	N/A
GA-IV-IV	Subparagraph b8(e)(ii)	N/A
GA-IV-X	Subparagraph b8(e)(ii)	N/A
GA-V-V	Subparagraph b8(e)(ii)	N/A
GA-VI-VI	Subparagraph b8(e)(iv)	N/A
G-VI-G650	Subparagraph b8(e)(iv)	N/A
IA-Galaxy	Subparagraph b8(e)(iv)	N/A
EMB-135-BJ	Subparagraph b8(e)(iv)	N/A
B-737-700	Subparagraph b8(e)(iv)	N/A

(a) Before the certificate holder is authorized to plan for the lines of minimums specified below, the certificate holder must be approved to conduct GPS-based IAP under operations specification C052, Straight-in Non-Precision, APV, and Category I Precision Approach and Landing Minima - All Airports, and if applicable, RNAV (RNP) IAP if issued operations specification C384, Required Navigation Performance (RNP) Procedures with Authorization Required (AR).

(b) The certificate holder with either a Technical Standard Order (TSO)-C129( ) or a TSO–C196( ) navigation system must perform a preflight receiver autonomous integrity monitoring (RAIM) prediction for the airport where the GPS-based IAP will be flown. The certificate holder must also ensure that the conventional approach (at destination) can be flown without reliance on GPS. The certificate holder must check NOTAMs as part of the preflight planning activities.

(c) The certificate holder with either a TSO-C145( ) or a TSO-C146( ) navigation system must review appropriate Aeronautical Information Services (AIS) and NOTAMs for wide area augmentation system (WAAS) service outages.

(d) The certificate holder may use suitable RNAV systems for flight planning at an alternate airport, provided planned availability of the substitute means of navigation is confirmed (e.g., NOTAMs and RAIM prediction for use of GPS and NOTAM/AIS checks for use of WAAS). The

certificate holder may plan for a conventional approach at the destination and may plan to use a substitute means of navigation based on GPS at the alternate airport, not including substitution for the navigation aid providing lateral guidance on the final approach segment, unless otherwise authorized. For example, the certificate holder may use GPS to substitute for an out-of-service VOR that supports an ILS missed approach procedure at an alternate airport (unless the procedure is NOTAM'd "not authorized").

(e) The certificate holder may use GPS-based IAP with the airplane M/M/S listed in Table 2 according to the conditions and limitations in subparagraphs b(8)(e)(i) through (iv), as indicated in the "Conditions and Limitations" column for each airplane M/M/S.

(i) The certificate holder must have a navigation system, either a TSO-C129( ) or a TSO-C196( ), that includes fault detection and exclusion (FDE) capability to utilize GPS-based IAP at either the destination or an alternate (not both). At the alternate, if not equipped with barometric vertical navigation (baro-VNAV) the certificate holder must only plan to lateral navigation (LNAV) (or circling) minimum descent altitude (height) (MDA(H)).

(ii) The certificate holder must have a navigation system, either a TSO-C129( ) or a TSO-C196( ), that includes FDE capability and is equipped with baro-VNAV to utilize GPS-based IAP at either the destination or an alternate (not both). At the alternate, the certificate holder may plan to LNAV (or circling) MDA(H) or LNAV/VNAV decision altitude (height) (DA(H)) if using baro-VNAV. The certificate holder authorized under operations specification C384, utilizing an RNAV (RNP) IAP at the alternate, must plan to no lower than an RNP 0.30 DA(H).

(iii) The certificate holder must have a navigation system, either a TSO-C145( ) or a TSO-C146( ), and may utilize GPS-based IAP at both the destination and an alternate. At the alternate, if not equipped with and using baro-VNAV, the certificate holder must only plan to LNAV (or circling) MDA(H).

(iv) The certificate holder must have a navigation system, either a TSO-C145( ) or a TSO-C146( ), equipped with baro-VNAV, to utilize GPS-based IAP at both the destination and an alternate. At the alternate, the certificate holder may plan for LNAV (or circling) MDA(H) or LNAV/VNAV DA(H) if using baro-VNAV. The certificate holder authorized under operations specification C384, utilizing an RNAV (RNP) IAP at the alternate, must plan to no lower than an RNP 0.30 DA(H).

(9) The certificate holder may not file for GPS-based IAP at a designated Extended Operations (ETOPS) alternate airport unless authorized by the Air Transportation Division (AFS-200).

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

Digitally signed by Gary L Middleton, Principal Operations Inspector (WP07)
[1] EFFECTIVE DATE: 12/12/2019, [2] AMENDMENT #: 8
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3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Lynn R Sloan, Director of Operations
[1] SUPPORT INFO: add BBJ
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C063 . Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations **HQ Control: 03/07/2016**
HQ Revision: 04b

a. The certificate holder is authorized to conduct IFR RNAV 1 and/or RNP 1 instrument departure procedures (DP); RNAV 1 and/or RNP 1 Standard Terminal Arrival Routes (STAR) published in accordance with 14 CFR Part 97; and/or tailored arrivals (TA) using approved RNAV systems to the airports and runways approved for such operations, and must conduct all such operations in accordance with the provisions of these operations specifications.

b. Bundling and Authorized Airplane/Equipment. In Table 1 below, listed under Navigation Specification(s) are six bundled options starting with Advanced RNP (A-RNP), RNP 1, TA, and RNAV 1. Lesser bundles are also available with the following options: RNP 1, RF, TA, and RNAV 1; RNP 1, RF, and RNAV 1; RNP 1, TA, and RNAV 1; RNP 1 and RNAV 1; or RNAV 1 only. As a minimum for A-RNP, the certificate holder must be qualified for the following advanced capabilities: scalability, Radius to Fix (RF), and parallel offset. Additionally, the A-RNP certificate holder must have adequate continuity for the operation.

Table 1-Airplane(s), RNAV Equipment, Navigation Specification(s)

Airplane M/M/S	Compliant RNAV System(s) and Software			Navigation Specification(s)	Additional Capabilities	Limitations and Provisions
	Manufacturer	Model/HW Part #	Software Part/Ver. #			
BD-700-1A10	Rockwell Collins	NC4-2 / DCSA-6000	810-0090-1B0002 / Rev. 3.2.2	RNAV 1/ RNP 1	Per AFM	
DASSAULT-FALCON-2000	Collins	FMS-6100 / 822-1485-604	IMAA-6000 / 810-0311-1G0303 / Rev. 3.2.1	RNAV 1/ RNP 1	Per AFM	
DASSAULT-FALCON-2000	Universal	UNS 1C / 1017-42-211	604.5	RNAV 1/ RNP 1	Per AFM	
DASSAULT-FALCON-2000EX EASy	Honeywell	FMS DL-700 / 7031051-901	NICPROC 1&2 / 7038231-1901/1902	RNAV 1/ RNP 1	Per AFM	
DASSAULT-FALCON-900EX EASy	Honeywell	FMS DL-700 / 245-604067-001	NICPROC 1&2 / 7517964-913	RNAV 1/ RNP 1	Per AFM	
G-200	Rockwell	4000A / 822-0868-094	SCID 832-4117-117	RNAV 1/ RNP 1	Per AFM	

Airplane M/M/S	Compliant RNAV System(s) and Software			Navigation Specification(s)	Additional Capabilities	Limitations and Provisions
	Manufacturer	Model/HW Part #	Software Part/Ver. #			
	Collins					
G-V-SP	Honeywell	NIC-200 / 7026542-1901	EB7031236-00415 / TT7038746-155	RNAV 1/ RNP 1	Per AFM	
G-VI-G650ER	Honeywell	MC-850 / 7033700-951	D0-1798 / Level B / Mod. D	RNAV 1/ RNP 1	Per AFM	
G280	Collins	FMS-6100 / 822-1485-604	IMAA-6000 / 810-0311-1G0303 / Rev. 3.2.1	RNAV 1/ RNP 1	Per AFM	
GA-IV-IV	Honeywell	FMZ-2000 7018879-030xx	IOPNZ2980003F11/NZ5.2	RNAV 1/ RNP 1	Per AFM	
GA-IV-X	Honeywell	NIC-200 / 7026542-1901	EB7031236-00415 / TT7038746-155	RNAV 1/ RNP 1	Per AFM	
GA-V-V	Honeywell	IC-800E / 7017300-56022	Mod G A/56022/NZ5.2	RNAV 1/ RNP 1	Per AFM	
GA-VI-VI	Honeywell	MC-850 / 7033700-951	D0-1798 / Level B / Mod. D	RNAV 1/ RNP 1	Per AFM	
IA-Galaxy	Universal	4000A / 822-0868-094	SCID 832-4117-117	RNAV 1/ RNP 1	Per AFM	
BD-700-1A10	Honeywell	IC-800E / 7017300-610103	Mod J A/610103/NZ6.1	RNP 1/RNAV 1	N/A	Per AFM
EMB-135-BJ	Honeywell	IC-600 / 7017000-83413	Mod G A/83413/NZ6.0	RNP 1/RNAV 1	N/A	Per AFM
GA-IV-IV	Honeywell	FMZ-2010 7018879-03040	IOPNZ203040/NZ6.1	RNP 1/RNAV 1	N/A	Per AFM
GA-V-V	Honeywell	IC-800E / 7017300-56027	Mod J A/56027/NZ6.1	RNP 1/RNAV 1	N/A	Per AFM
B-737-700	GE Aviation	Dual FMCS-29071C/ 176200-01-01	Mod 3 35351/ 2006/12	RNP 1/RNAV 1	N/A	Per AFM

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

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

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

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

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

Digitally signed by Gary L Middleton, Principal Operations Inspector (WP07)
[1] EFFECTIVE DATE: 12/12/2019, [2] AMENDMENT #: 21
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3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Lynn R Sloan, Director of Operations
[1] SUPPORT INFO: add BBJ
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C073 . Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) as a Decision Altitude (DA)/Decision Height (DH)

HQ Control: 02/10/2017

HQ Revision: 04b

a. The certificate holder is authorized to use minimum descent altitude (MDA) as a decision altitude (DA)/DH with vertical navigation (VNAV) on a Nonprecision Approach (NPA). The certificate holder will use this operations specification, C073, in conjunction with operations specification C052, Straight-In Nonprecision, APV, and Category I Precision Approach and Landing Minima—All Airports. The certificate holder is authorized to conduct instrument approach operations using the following airplanes and RNAV systems certified for these VNAV operations as listed in Table 1 below.

Table 1 - Authorized Airplanes and Equipment

Airplane Type (M/M/S)	Area Navigation System (Model/Version)	Remarks
BD-700-1A10	Dual Rockwell Collins G6000	N/A
DASSAULT-FALCON-2000	Dual Collins FMS-6100	N/A
DASSAULT-FALCON-2000	Dual Universal UNS 1C	N/A
DASSAULT-FALCON-2000EX EASy	Dual Honeywell DL-700 FMS w/GPS	N/A
G-200	Dual Rockwell Collins 4000A w/AHRS	N/A
G-V-SP	Dual Honeywell NIC-200 w/GPS	N/A
G-VI-G650ER	Triple Honeywell FMS MC-850	N/A
G280	Dual Collins FMS-6100	N/A
GA-IV-IV	Dual Honeywell NZ-2000 w/GPS	N/A
GA-IV-X	Dual Honeywell NIC-200 w/GPS	N/A
GA-V-V	Dual Honeywell IC 800E w/GPS	N/A
GA-VI-VI	Triple Honeywell FMS MC-850	N/A
IA-Galaxy	Dual Universal UNS 1C+	N/A
DASSAULT-FALCON-900EX EASy	Dual Honeywell DL-700 FMS w/GPS	N/A
BD-700-1A10	Triple Honeywell IC 80E w/GPS	N/A
GA-IV-IV	Dual Honeywell NZ-2010 w/GPS NZ 6.1	N/A
GA-V-V	Dual Honeywell IC 810 w/GPS NZ 6.1	N/A
EMB-135-BJ	Dual Honeywell IC 600 w/GPS	N/A
B-737-700	Dual GE Aviation FMCS-2907C1	N/A

NOTE: New software versions do not have to be updated in Table 1 if inspectors confirm an advisory vertical guidance capability remains after the software update. The confirmation should be confirmed by the updated Service Bulletin (SB), a manufacturer/Original Equipment Manufacturer (OEM) statement, or any other FAA-approved method.

b. Public Vertically Guided IAP Assessment. Obstacle clearance surface (OCS) assessments protect the instrument procedure, including the missed approach. Glidepath Qualification Surface (GQS) assessments protect the landing area and are accomplished on 14 CFR Part 97 IAPs with a

published DA/DH. These approaches conform to the U.S. standard for Terminal Instrument Procedures (TERPS) and include the ILS, Ground Based Augmentation System (GBAS) Landing System (GLS), RNAV RNP, RNAV GPS IAPs with a localizer performance with vertical guidance (LPV) DA, and/or lateral navigation (LNAV)/VNAV DA.

NOTE: This operations specification provides protection for the temporary altitude loss below the MDA when performing a missed approach at an MDA used as a DA/DH. The use of an MDA as a DA/DH does not ensure obstacle clearance when continuing the approach from the MDA to the landing runway. The certificate holder must see and avoid obstacles between the MDA and the runway when 14 CFR Part 91, § 91.175 requirements are met and the approach is continued below the MDA for landing.

c. Authorized Approaches. The certificate holder may fly all Part 97 nonprecision straight-in IAPs listed as authorized in operations specification C052, Table 1, columns 1 and 2, using an MDA as a DA/DH if the approach being flown meets one of the following requirements and all subcomponents.

(1) Serves a runway that has a published RNAV IAP ("RNAV (GPS)," "RNAV (RNP)," or "GPS" in the title) with a published LNAV/VNAV or RNP DA and:

(a) Is selected from an approved and current database.

(b) Has the exact published final approach course as the RNAV IAP.

(c) Has a published Vertical Descent Angle (VDA) coincident with or higher than the barometric vertical guidance (glideslope (GS)) on the published RNAV IAP.

(i) A published VDA is not required when using the LNAV minima line on an RNAV approach that also has a published LPV and/or LNAV/VNAV DA.

NOTE: The VNAV path must cross at or above all stepdown fix altitudes. The stepdown fix crossing altitudes must be referenced on the barometric altimeter.

NOTE: The VDA is advisory guidance only. Flying the published VDA below the MDA does not guarantee obstacle clearance.

(2) Serves a runway that has a published ILS, GLS or RNP IAP with LPV minima and:

(a) Is selected from an approved and current database.

(b) Has the exact published final approach course as the ILS, GLS, or RNP IAP.

(c) Has a published VDA coincident with or higher than the electronic GS on the published ILS, GLS, or RNP IAP.

(i) A published VDA is not required on an ILS/LOC approach when the ILS GS is out of service and the approach is flown using LOC-only procedures.

(ii) A published VDA is not required when using LNAV minima on an RNAV approach that also has a published LPV or LNAV/VNAV DA.

NOTE: The VNAV path must cross at or above all stepdown fix altitudes. The stepdown fix crossing altitudes must be referenced on the barometric altimeter.

NOTE: The VDA is advisory guidance only. Flying the published VDA below the MDA does not guarantee obstacle clearance.

(3) Serves a runway to an airport operating under 14 CFR Part 139 with a Visual Glide Slope Indicator (VGSI).

(a) The VDA or GS on the published final approach course must be coincident with or higher than the published VGSI descent angle.

(b) The published final approach course is within plus or minus 4 degrees of the runway centerline (RCL) course.

NOTE: The certificate holder must refer to the FAA Chart Supplement (formerly the Airport/Facility Directory) to verify that there are no VGSI restrictions if the final approach course is offset from the extended RCL.

d. VNAV Path Angle. The VNAV path angle must be greater than or equal to 2.75 and equal to or less than 3.77 degrees for Category A, B, and C airplanes; and greater than or equal to 2.75 and equal to or less than 3.50 degrees for Category D airplanes

e. Operational Restriction. The certificate holder must not use an MDA as a DA/DH if the requirements specified in this operations specification are not met. The certificate holder may use a continuous descent final approach (CDFA), but will begin the missed approach at an altitude above the MDA that will not allow the airplane to descend below the MDA.

f. Required Training. Flightcrews must be trained in accordance with the certificate holder's approved training program, to include VNAV procedures and the instrument procedures listed in C052.

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

Digitally signed by Gary L Middleton, Principal Operations Inspector (WP07)
[1] EFFECTIVE DATE: 12/12/2019, [2] AMENDMENT #: 24
DATE: 2019.12.12 12:42:57 -06:00

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

Digitally signed by Lynn R Sloan, Director of Operations
[1] SUPPORT INFO: Add BBJ
DATE: 2019.10.28 13:02:01 -05:00

C075 . Category I IFR Landing Minimums - Circle-to-Land Approach Maneuver

HQ Control: 04/27/2001
HQ Revision: 020

The certificate holder is authorized Category (CAT) I IFR landing minimums for circle-to-land approach maneuvers in accordance with the limitations and provisions of this operations specification.

a. The lowest authorized IFR landing minimum for instrument approaches, which require a circle-to-land maneuver to the runway of intended landing, shall be determined for a particular aircraft by using the speed category appropriate to the highest speed used during the circle-to-land maneuver.

b. Aircraft operating under IFR during all circle-to-land maneuvers are required to remain clear of clouds. If visual reference to the airport is lost while conducting a circle-to-land maneuver the missed approach procedure specified for the applicable instrument approach must be followed, unless an alternate missed approach procedure is specified by ATC.

c. All Certificate Holders- Training and Checking Provided . If the certificate holder provides training and checking the following subparagraphs c(1) through c(3) apply.

(1) The certificate holder shall use the highest of the following landing minimums for an instrument approach that requires a circle-to-land maneuver to align the aircraft with the runway of intended landing when a straight-in landing from an instrument approach is not possible or is not desirable:

(a) The circling landing minimum specified by the applicable instrument approach procedure, or

(b) A landing minimum specified in the following table.

Speed Category	HAA	Visibility in Statute Miles
Less than 91 kts	350'	1
91 to 120 kts	450'	1
121 to 140 kts	450'	1½
141 to 165 kts	550'	2
Above 165 kts	1000'	3

(2) The certificate holder shall conduct authorized circle-to-land maneuvers using only pilots who:

(a) Are not required by a pilot certificate restriction to conduct circling approaches in VMC conditions only; and,

(b) Have successfully completed an approved training program (if required) and a proficiency check for the circle-to-land maneuver. The training program must specifically include the circle-to-land maneuver. Satisfactory completion of an Advanced Qualification Program (AQP)

validation of the circle-to-land maneuver satisfies this requirement.

(3) The certificate holder is authorized to use the following aircraft to conduct circle-to-land maneuvers when training and checking are provided (if none are authorized, enter N/A):

Table 1

Aircraft Make/Model/Series
BD-700-1A10
DASSAULT-FALCON-2000
DASSAULT-FALCON-2000EX EASy
G-1159-A
G-200
G280
GA-IV-IV
GA-IV-X
GA-V-V
G-V-SP
GA-VI-VI
G-VI-G650ER
IA-Galaxy-
DASSAULT-FALCON-900EX EASy
EMB-135-BJ
B-737-700

d. If Foreign Airports are Authorized . The following special limitations and provisions for instrument approach procedures apply at foreign airports.

(1) Foreign approach lighting systems equivalent to U.S. standards are authorized for precision, precision-like (other than ILS, MLS, or GLS), and nonprecision instrument approaches. Sequenced flashing lights are not required when determining the equivalence of a foreign approach lighting system to U.S. standards.

(2) For straight-in landing minimums at foreign airports where an MDA(H) or DA(H) is not specified, the lowest authorized MDA(H) or DA(H) shall be obtained as follows:

(a) When an obstruction clearance limit (OCL) is specified, the authorized MDA(H) or DA(H) is the sum of the OCL and the touchdown zone elevation (TDZE). If the TDZE for a particular runway is not available, threshold elevation shall be used. If threshold elevation is not available, airport elevation shall be used. For approaches other than ILS, MLS, or GLS, the MDA (H) may be rounded to the next higher 10-foot increment.

(b) When an obstacle clearance altitude (OCA)/obstacle clearance height (OCH) is specified, the authorized MDA(H) or DA(H) is equal to the OCA/OCH. For approaches other than ILS, MLS, or GLS, the authorized MDA(H) may be expressed in intervals of 10 feet.

(c) The HAT or HAA used for precision approaches shall not be below those specified in

subparagraph a of this operations specification.

(3) When only an OCL or an OCA/OCH is specified, visibility and/or RVR minimums appropriate to the authorized HAA/HAT values determined in accordance with subparagraph b(2) above will be established in accordance with criteria prescribed by U.S. TERPS or Joint Aviation Authorities, Joint Aviation Requirements, operational agreements, Part 1 (JAR-OPS-1).

(4) When conducting an instrument approach procedure outside the United States, the certificate holder shall not operate an aircraft below the prescribed MDA(H) or continue an approach below the DA(H), unless the aircraft is in a position from which a normal approach to the runway of intended landing can be made and at least one of the following visual references is clearly visible to the pilot:

(a) Runway, runway markings, or runway lights.

(b) Approach light system (in accordance with 14 CFR section 91.175(c)(3)(i)).

(c) Threshold, threshold markings, or threshold lights.

(d) Touchdown zone, touchdown zone markings, or touchdown zone lights.

(e) Visual glidepath indicator (such as VASI or PAPI).

(f) Runway-end identifier lights.

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

Digitally signed by Gary L Middleton, Principal Operations Inspector (WP07)
[1] EFFECTIVE DATE: 12/12/2019, [2] AMENDMENT #: 18
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3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Lynn R Sloan, Director of Operations
[1] SUPPORT INFO: Add BBJ
DATE: 2019.10.28 13:04:38 -05:00

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

HQ Control: 10/25/2018
HQ Revision: 01c

a. The certificate holder is authorized to conduct operations under 14 CFR Part 135 of the Federal Aviation Regulations using the aircraft identified in the certificate holder's aircraft listing providing the conditions of this operations specification are met.

b. Each aircraft listed in Table 1 below is authorized for use and must be maintained in accordance with the continuous airworthiness maintenance program and limitations specified in these operations specifications.

c. The continuous airworthiness maintenance program must be sufficiently comprehensive in scope and detail to fulfill its responsibility to maintain the aircraft in an airworthy condition in accordance with applicable Federal Aviation Regulations and standards prescribed and approved by the Administrator. The program must be included in the certificate holder's manual.

d. Each aircraft and its component parts, accessories, and appliances are maintained in an airworthy condition in accordance with the time limits for the accomplishment of the overhaul, replacement, periodic inspection, and routine checks of the aircraft and its component parts, accessories, and appliances. Time limits or standards for determining time limits must be contained in these operations specifications or in a document approved by the Administrator and referenced in these operations specifications.

e. Items identified as "on condition" must be maintained in a continuous airworthy condition by periodic inspections, checks, service, repair, and/or preventive maintenance. The procedures and standards for inspections, checks, service, repair, and/or preventive maintenance, checks or tests, must be described in the certificate holder's manual.

f. Parts or subassemblies of components that do not have specific time intervals must be checked, inspected, and/or overhauled at the same time limitations specified for the component or accessory to which such parts or subassemblies are related or included at the time period indicated for the ATA chapter heading.

Table 1 - Aircraft Authorized CAMP

Aircraft M/M/S	CAMP Document(s)
DASSAULT-FALCON-2000	Western Air Charter, Inc. General Maintenance Manual
DASSAULT-FALCON-2000EX EASy	Western Air Charter, Inc. General Maintenance Manual
G-200	Western Air Charter, Inc. General Maintenance Manual
G-V-SP	Western Air Charter, Inc. General Maintenance Manual
G280	Western Air Charter, Inc. General Maintenance Manual
GA-IV-IV	Western Air Charter, Inc. General Maintenance Manual
GA-IV-X	Western Air Charter, Inc. General Maintenance Manual
GA-V-V	Western Air Charter, Inc. General Maintenance Manual
BD-700-1A10	Western Air Charter, Inc. General Maintenance Manual
EMB-135-BJ	Western Air Charter, Inc. General Maintenance Manual

Aircraft M/M/S	CAMP Document(s)
B-737-700	Western Air Charter, Inc. General Maintenance Manual

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

Digitally signed by Yasmin Margret Duran, Principal Avionics Inspector (WP07)
[1] SUPPORT INFO: Operator Added N835BZ YG019 29866
[2] EFFECTIVE DATE: 11/26/2019, [3] AMENDMENT #: 32
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3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by adam r parnes, Director of Maintenance
[1] SUPPORT INFO: Addition of Boeing 737-700AK SN 29866 YG19
DATE: 2019.11.26 17:02:31 -06:00

D085 . Aircraft Listing

HQ Control: 02/06/1998
HQ Revision: 02a

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

Registration No.	Serial No.	Aircraft M/M/S
N835BZ	29866	B-737-700
N170SW	9042	BD-700-1A10
N228SS	9124	BD-700-1A10
N68005	9010	BD-700-1A10
N789RR	9387	BD-700-1A10
N46HA	91	DASSAULT-FALCON-2000
N630TS	71	DASSAULT-FALCON-2000
N899BC	132	DASSAULT-FALCON-2000EX EASy
N325SH	1032	EMB-135-BJ
N600TN	0505	EMB-135-BJ
N650TB	1204	EMB-135-BJ
N866MS	1209	EMB-135-BJ
N113PG	152	G-200
N1MK	187	G-200
N206FS	2031	G280
N209FS	2018	G280
N245BK	2038	G280
N94FT	2091	G280
N96FT	2120	G280
N130JE	1398	GA-IV-IV
N144PK	1210	GA-IV-IV
N15Y	1318	GA-IV-IV
N218JE	1436	GA-IV-IV
N267LG	1266	GA-IV-IV
N396U	1350	GA-IV-IV
N400FJ	1494	GA-IV-IV
N401VR	1408	GA-IV-IV
N403VR	1403	GA-IV-IV
N41ZA	1084	GA-IV-IV
N445BJ	1254	GA-IV-IV
N4818C	1385	GA-IV-IV
N4HS	1382	GA-IV-IV
N770KS	1093	GA-IV-IV
N800HH	1440	GA-IV-IV

Registration No.	Serial No.	Aircraft M/M/S
N805FT	1374	GA-IV-IV
N857ST	1345	GA-IV-IV
N945GS	1384	GA-IV-IV
N960JS	1521	GA-IV-IV
N999AH	1195	GA-IV-IV
N131YF	4138	GA-IV-X
N622GK	4164	GA-IV-X
N188ES	629	GA-V-V
N25GV	591	GA-V-V
N55BM	560	GA-V-V
N776RB	585	GA-V-V
N787GP	655	GA-V-V
N801HH	656	GA-V-V
N126HR	5436	G-V-SP
N336EB	5525	G-V-SP
N4500X	5285	G-V-SP
N550NM	5122	G-V-SP
N780KS	5091	G-V-SP
N885GM	5046	G-V-SP
N97FT	5498	G-V-SP

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

Digitally signed by Jack G Major, Principal Maintenance Inspector (WP07)
[1] EFFECTIVE DATE: 2/5/2020, [2] AMENDMENT #: 169
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3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by adam r parnes, Director of Maintenance
[1] SUPPORT INFO: addition of EMB-14501204 N650TB
DATE: 2020.02.05 21:13:59 -06:00

D089 . Maintenance Time Limitations Section

HQ Control: 08/15/1997
HQ Revision: 010

a. The certificate holder is authorized to use the Maintenance Time Limitations specified in the manual/document for the aircraft listed in the table below:

Aircraft M/M/S	Manual/Document Name and Number	Manual/Document Date
BD-700-1A10	CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM MAINTENANCE TIME AND LIMITATION MANUAL Rev 5 Document No. BD6000-CAMP	June 10, 2019
DASSAULT-FALCON-2000	CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM MAINTENANCE TIME AND LIMITATION MANUAL Rev 5 Document No. DA2000/EX-CAMP	June 10, 2019
DASSAULT-FALCON-2000EX EASy	CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM MAINTENANCE TIME AND LIMITATION MANUAL Rev 5 Document No. DA2000/EX-CAMP	June 10, 2019
G-200-	CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM MAINTENANCE TIME AND LIMITATION MANUAL Rev 5 Document No. G200-CAMP	June 10, 2019
G280	CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM MAINTENANCE TIME AND LIMITATION MANUAL Rev 5 Document No. G280-CAMP	June 10, 2019
GA-IV-IV	CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM MAINTENANCE TIME AND LIMITATION MANUAL Rev 5 Document No. GIV/G300/G450-CAMP	June 10, 2019
GA-IV-X	CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM MAINTENANCE TIME AND LIMITATION MANUAL Rev 5 Document No. GIV/G300/G450-CAMP	June 10, 2019
GA-V-V	CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM MAINTENANCE TIME AND LIMITATION MANUAL Rev 5 Document No. GV/G550-CAMP	June 10, 2019
GA-VI-VI	CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM MAINTENANCE TIME AND LIMITATION MANUAL Rev 5 Document No. G650/ER-CAMP	June 10, 2019
G-VI-G650ER	CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM MAINTENANCE TIME AND LIMITATION MANUAL Rev 5 Document No. G650/ER-CAMP	June 10, 2019
IA-Galaxy-	CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM MAINTENANCE TIME AND LIMITATION MANUAL Rev 5 Document No. G200-CAMP	June 10, 2019
G-V-SP	CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM MAINTENANCE TIME AND LIMITATION MANUAL Rev 5 Document No. GV/G550-CAMP	June 10, 2019
EMB-135-BJ	CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM MAINTENANCE TIME AND LIMITATION MANUAL Rev 5 Document No. EMB-135BJ-CAMP	June 10, 2019
B-737-700	CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM MAINTENANCE TIME AND LIMITATION MANUAL Rev 5	June 10, 2019

Aircraft M/M/S	Manual/Document Name and Number	Manual/Document Date
	Document No. BBJ-737-7AK-CAMP	

b. Each change to an item must be FAA-approved.

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

Digitally signed by Yasmin Margret Duran, Principal Avionics Inspector (WP07)
[1] SUPPORT INFO: Corrected Minor Errors
[2] EFFECTIVE DATE: 10/26/2019, [3] AMENDMENT #: 29
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3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by adam r parnes, Director of Maintenance
[1] SUPPORT INFO: addition of Boeing 737-7 SN 29866_(YG19) N835BZ
DATE: 2019.10.26 15:12:18 -05:00

D092 . Airplanes Authorized for Operations in Designated Reduced Vertical Separation Minimum (RVSM) Airspace

HQ Control: 08/17/2016

HQ Revision: 00a

The certificate holder is authorized to use the airplanes listed below for 14 CFR Part 135 operations in designated Reduced Vertical Separation Minimum (RVSM) airspace when the required altitude-keeping equipment is approved in accordance with operations specification B046, is operational, available, and properly maintained.

Table 1 - Airplanes Authorized for Operations in Designated RVSM Airspace

Registration Number	Airplane Make/Model/Series
N113PG	G-200
N126HR	G-V-SP
N130JE	GA-IV-IV
N131YF	GA-IV-X
N144PK	GA-IV-IV
N15Y	GA-IV-IV
N170SW	BD-700-1A10
N188ES	GA-V-V
N1MK	G-200
N206FS	G280
N209FS	G280
N218JE	GA-IV-IV
N228SS	BD-700-1A10
N245BK	G280
N25GV	GA-V-V
N267LG	GA-IV-IV
N325SH	EMB-135-BJ
N336EB	G-V-SP
N396U	GA-IV-IV
N400FJ	GA-IV-IV
N401VR	GA-IV-IV
N403VR	GA-IV-IV
N41ZA	GA-IV-IV
N445BJ	GA-IV-IV
N4500X	G-V-SP
N46HA	DASSAULT-FALCON-2000
N4818C	GA-IV-IV
N4HS	GA-IV-IV
N550NM	G-V-SP
N55BM	GA-V-V

Registration Number	Airplane Make/Model/Series
N600TN	EMB-135-BJ
N622GK	GA-IV-X
N630TS	DASSAULT-FALCON-2000
N650TB	EMB-135-BJ
N68005	BD-700-1A10
N770KS	GA-IV-IV
N776RB	GA-V-V
N780KS	G-V-SP
N787GP	GA-V-V
N789RR	BD-700-1A10
N800HH	GA-IV-IV
N801HH	GA-V-V
N805FT	GA-IV-IV
N835BZ	B-737-700
N857ST	GA-IV-IV
N866MS	EMB-135-BJ
N885GM	G-V-SP
N899BC	DASSAULT-FALCON-2000EX EASy
N945GS	GA-IV-IV
N94FT	G280
N960JS	GA-IV-IV
N96FT	G280
N97FT	G-V-SP
N999AH	GA-IV-IV

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

Digitally signed by Jack G Major, Principal Maintenance Inspector (WP07)
[1] EFFECTIVE DATE: 2/5/2020, [2] AMENDMENT #: 161
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3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by adam r parnes, Director of Maintenance
[1] SUPPORT INFO: addition of EMB-14501204 N650TB
DATE: 2020.02.05 21:28:23 -06:00

E096 . Aircraft Weighing

HQ Control: 11/21/2016
HQ Revision: 02a

a. The following procedures have been established to maintain control of weight and balance of the certificate holder's 14 CFR Part 135 aircraft under the terms of these operations specifications. All aircraft make/model/series (M/M/S) identified have been weighed in accordance with the procedures for establishing empty weight and balance.

b. The certificate holder is authorized to use individual aircraft weights outlined in the certificate holder's empty weight and balance program for the aircraft listed in Table 1 below.

Table 1 – Individual Aircraft Weights

Aircraft M/M/S	Weighing Interval	Weight and Balance Control Program
BD-700-1A10	36 Months	Western Air charter, Inc. GMM section 4.7.3
DASSAULT-FALCON-2000	36 Months	Western Air charter, Inc. GMM section 4.7.3
DASSAULT-FALCON-2000EX EASy	36 Months	Western Air charter, Inc. GMM section 4.7.3
EMB-135-BJ	36 Months	Western Air charter, Inc. GMM section 4.7.3
G-200	36 Months	Western Air charter, Inc. GMM section 4.7.3
G280	36 Months	Western Air charter, Inc. GMM section 4.7.3
GA-IV-IV	36 Months	Western Air charter, Inc. GMM section 4.7.3
GA-V-V	36 Months	Western Air charter, Inc. GMM section 4.7.3
G-V-SP	36 Months	Western Air charter, Inc. GMM section 4.7.3
IA-Galaxy	36 Months	Western Air charter, Inc. GMM section 4.7.3
GA-IV-X	36 Months	Western Air charter, Inc. GMM section 4.7.3
B-737-700	36 Months	Western Air charter, Inc. GMM section 4.7.3

c. The certificate holder is authorized under 14 CFR Part 135, § 135.185(b)(2) to use fleet aircraft weights outlined in the certificate holder's weight and balance control program for the aircraft listed in Table 2 below.

Table 2 – Fleet Aircraft Weights

Aircraft M/M/S	Weighing Sampling Interval	Weight and Balance Control Program

Note:Document references by volume, chapter, etc.

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

Digitally signed by Gary L Middleton, Principal Operations Inspector (WP07)
[1] EFFECTIVE DATE: 12/12/2019, [2] AMENDMENT #: 28
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3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by adam r parnes, Director of Maintenance
[1] SUPPORT INFO: Addition of BBJ-737-700AK SN 29866 YG019
DATE: 2019.11.26 14:45:32 -06:00

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of Transportation

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U.S. AIR CARRIERS - CERTIFICATE OF INSURANCE

POLICIES OF INSURANCE FOR AIRCRAFT ACCIDENT BODILY INJURY AND PROPERTY DAMAGE LIABILITY

FILING INSTRUCTIONS: File a signed original of this form with the Federal Aviation Administration, AFS-260, 800 Independence Ave., SW., Washington, D.C. 20591. (See EXCEPTIONS 1 and 2 below.)

EXCEPTION 1: If Block 2B on the reverse is filled in because the insured is a commuter air carrier, file a signed original of this form with the Department of Transportation, Air Carrier Fitness Division, X-56, 400 7th St., SW, Washington, D.C. 20590.

EXCEPTION 2: For any insured that is located in the State of Alaska (regardless as to whether Block 2A, 2B, or 2C is filled in), file a signed original of this form with the Federal Aviation Administration, Alaskan Region HQ., AAL-230, 222 W. 7th Ave., #14, Anchorage, Alaska 99513

(Please type information, except signatures.)

THIS CERTIFIES THAT: ONE OR MORE MEMBER COMPANIES OF GLOBAL AEROSPACE POOL THROUGH GLOBAL AEROSPACE, INC.
(Name of Insurer)

has issued a policy or policies of Aircraft Liability Insurance to See Attached

(Name, address and FAA Certificate number of Insured U.S. Air Carrier) FAA Certificate Number W6JA769L

effective from October 1, 2019 until ten (10) days after written notice from the insurer or carrier of the intent to terminate coverage is received by the Department of Transportation.

NOTE: Part 205 of the Department's Regulations does not allow for a predetermined termination date, and a certificate showing such a date is unacceptable.

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1. The Insurer *(Check One)*:

   - ☒ is licensed to issue aircraft insurance policies in the United States;
   - ☐ is licensed or approved by the government of _____ to issue aircraft insurance policies; or
   - ☐ is an approved surplus line insurer in the State(s) of _____

---

2. The insurer assumes, under the policy or policies listed below, aircraft accident liability insured to minimums at least equal to the following during operation, maintenance, or use of aircraft in "air transportation" as that term is defined in 49 U.S.C. 40102. *(Complete applicable section(s) A, B, or C below):*

A. U.S. AIR TAXI OPERATORS (EXCLUDING U.S. COMMUTER AIR CARRIERS) WITH PART 298 AUTHORITY ONLY:
The aircraft covered by this policy are SMALL AIRCRAFT (i.e., with 60 or fewer passenger seats or with a maximum payload capacity of 18,000 pounds or less). *(Complete separate or combined coverage as appropriate)*:

☐ Separate Coverages:

Policy No.	*Type of Liability*	*Minimum Limit Each person*	*Minimum Limit Each Occurrence*
_____	Bodily Injury Liability (Excluding Passengers)	$75,000	$300,000
_____	Passenger Bodily Injury	$75,000	$75,000 x 75% of total number of passenger seats installed in aircraft
_____	Property Damage		$100,000

☐ Combined Coverage: The amount of coverage set forth below is a single limit of liability for each occurrence at least equal to the required minimums stated above for bodily injury (excluding passengers), property damage, and passenger bodily injury.

*Policy No.*_____ Amount of Coverage_____

☐ This policy covers CARGO operations *only* and *excludes* passenger liability insurance.

B. U.S. COMMUTER AIR CARRIERS OR CERTIFICATED AIR CARRIERS OPERATING SMALL AIRCRAFT

The aircraft covered by this policy are SMALL AIRCRAFT (i.e., with 60 or fewer passenger seats or with a maximum payload capacity of 18,000 pounds or less). *(Complete separate or combined coverage as appropriate)*:

☐ Separate Coverages::

Policy No.	*Type of Liability*	*Minimum Limit Each person*	*Minimum Limit Each Occurrence*
	Combined Bodily Injury (Excluding Passengers other than cargo attendants) and Property Damage Liability	$300,000	$2,000,000
	Passenger Bodily Injury	$300,000	$300,000 x 75% of total number of passenger seats installed in aircraft

☐ Combined Coverage: The amount of coverage set forth below is a single limit of liability for each occurrence at least equal to the required minimums stated above for bodily injury (excluding passengers), property damage, and passenger bodily injury.

Policy No. _____ Amount of Coverage _____

☐ This policy covers CARGO operations *only* and *excludes* passenger liability insurance.

C. U.S. CERTIFICATED AIR CARRIERS OPERATING LARGE AIRCRAFT

The aircraft covered by this policy are LARGE AIRCRAFT (i.e., with more than 60 passenger seats or with a maximum payload capacity of more than 18,000 pounds). *(Complete separate or combined coverage as appropriate)*:

☐ Separate Coverages:

Policy No.	*Type of Liability*	*Minimum Limit Each person*	*Minimum Limit Each Occurrence*
	Combined Bodily Injury (Excluding Passengers other than cargo attendants) and Property Damage Liability	$300,000	$20,000,000
	Passenger Bodily Injury	$300,000	$300,000 x 75% of total number of passenger seats installed in aircraft

☒ Combined Coverage: The amount of coverage set forth below is a single limit of liability for each occurrence at least equal to the required minimums stated above for bodily injury (excluding passengers), property damage, and passenger bodily injury.

Policy No. 15001328 Amount of Coverage $500,000,000

☐ This policy covers CARGO operations *only* and *excludes* passenger liability insurance.

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3. The policy or policies listed in this certificate insure(s) *(Check One)*:

☐ Operations conducted with all aircraft operated by the insured
☐ Operations conducted with the following types of aircraft:
☒ Operations with the following aircraft: (Use additional page if necessary)

Make and Model	FAA or Foreign Flag Registration No.
BOEING 737	N835BZ
BOEING 737	N834BZ

---

4. Each policy listed in this certificate meets or exceeds the requirements in 14 CFR Part 205.

One or more member companies of Global Aerospace Pool through Global Aerospace, Inc.
(Name of Insurer)

ONE SYLVAN WAY
(Address)

PARSIPPANY, NJ 07054
(City, State, Zip Code)

Jeffrey Bruno
Contact (person who can verify the effectiveness of the coverage)

973-490-8500 / 973-490-5635
(Area Code, Phone Number) *(Area Code, Fax Number)*


(Signature, if applicable)

September 27, 2019
(Date)

MARSH USA, INC.
(Name of Broker, if applicable)

1166 AVENUE OF THE AMERICAS
(Address)

NEW YORK, NY 10036
(City, State, Zip Code)

JOSEPH BRAUNSTEIN
(Officer or authorized representative)

212-345-0088 / 212-948-8580
(Area Code, Phone Number) *(Area Code, Fax Number)*

(Signature)

(Date)

Name and Address of Insured U.S. Air Carrier:

WESTERN AIR CHARTER INC. DBA JET EDGE; WESTERN AIR CHARTER INC. DBA JET EDGE INTERNATIONAL; WESTERN AIR CHARTER INC.; JET EDGE INTERNATIONAL LLC
16700C ROSCOE BLVD.
VAN NUYS, CA 91406

Office of the Secretary
of Transportation

AGENCY DISPLAY OF ESTIMATED BURDEN

The public reporting burden for this collection of information is estimated to average 30 minutes per response. If you wish to comment on the accuracy of the estimate or make suggestions for reducing this burden, please direct your comments to: U.S. Department of Transportation, Office of Aviation Analysis, X-56, 400 7th St., SW, Washington, D.C. 20590. According to the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it displays a valid OMB control number.

NOTE: For information on where to file completed copies of this form, see **FILING INSTRUCTIONS** below.

OMB No. 2106-0030 Expires 2-28-2011

U.S. AIR CARRIERS - CERTIFICATE OF INSURANCE

POLICIES OF INSURANCE FOR AIRCRAFT ACCIDENT BODILY INJURY AND PROPERTY DAMAGE LIABILITY

FILING INSTRUCTIONS: File a signed original of this form with the Federal Aviation Administration, AFS-260, 800 Independence Ave., SW., Washington, D.C. 20591. (See EXCEPTIONS 1 and 2 below.)

EXCEPTION 1: If Block 2B on the reverse is filled in because the insured is a commuter air carrier, file a signed original of this form with the Department of Transportation, Air Carrier Fitness Division, X-56, 400 7th St., SW, Washington, D.C. 20590.

EXCEPTION 2: For any insured that is located in the State of Alaska (regardless as to whether Block 2A, 2B, or 2C is filled in), file a signed original of this form with the Federal Aviation Administration, Alaskan Region HQ., AAL-230, 222 W. 7th Ave., #14, Anchorage, Alaska 99513

(Please type information, except signatures.)

THIS CERTIFIES THAT: ONE OR MORE MEMBER COMPANIES OF GLOBAL AEROSPACE POOL THROUGH GLOBAL AEROSPACE, INC.
(Name of Insurer)

has issued a policy or policies of Aircraft Liability Insurance to See Attached

FAA Certificate Number W6JA769L
(Name, address and FAA Certificate number of Insured U.S. Air Carrier)

effective from October 1, 2019 until ten (10) days after written notice from the insurer or carrier of the intent to terminate coverage is received by the Department of Transportation.

NOTE: Part 205 of the Department's Regulations does not allow for a predetermined termination date, and a certificate showing such a date is unacceptable.

1. The Insurer *(Check One)*:

   - ☒ is licensed to issue aircraft insurance policies in the United States;
   - ☐ is licensed or approved by the government of _____ to issue aircraft insurance policies; or
   - ☐ is an approved surplus line insurer in the State(s) of _____

2. The insurer assumes, under the policy or policies listed below, aircraft accident liability insured to minimums at least equal to the following during operation, maintenance, or use of aircraft in "air transportation" as that term is defined in 49 U.S.C. 40102. *(Complete applicable section(s) A, B, or C below):*

   A. U.S. AIR TAXI OPERATORS (EXCLUDING U.S. COMMUTER AIR CARRIERS) WITH PART 298 AUTHORITY ONLY: The aircraft covered by this policy are SMALL AIRCRAFT (i.e., with 60 or fewer passenger seats or with a maximum payload capacity of 18,000 pounds or less). *(Complete separate or combined coverage as appropriate)*:

   ☐ Separate Coverages:

Policy No.	*Type of Liability*	*Minimum Limit* — *Each person*	*Each Occurrence*
_____	Bodily Injury Liability (Excluding Passengers)	$75,000	$300,000
_____	Passenger Bodily Injury	$75,000	$75,000 x 75% of total number of passenger seats installed in aircraft
_____	Property Damage		$100,000

   ☒ Combined Coverage: The amount of coverage set forth below is a single limit of liability for each occurrence at least equal to the required minimums stated above for bodily injury (excluding passengers), property damage, and passenger bodily injury.

   Policy No. 15001328 Amount of Coverage Meets or exceeds the minimum requirements of 14CFR Part 205

   ☐ This policy covers CARGO operations *only* and *excludes* passenger liability insurance.

B. U.S. COMMUTER AIR CARRIERS OR CERTIFICATED AIR CARRIERS OPERATING SMALL AIRCRAFT

The aircraft covered by this policy are SMALL AIRCRAFT (i.e., with 60 or fewer passenger seats or with a maximum payload capacity of 18,000 pounds or less). *(Complete separate or combined coverage as appropriate)*:

☐ Separate Coverages::

Policy No.	*Type of Liability*	*Minimum Limit Each person*	*Minimum Limit Each Occurrence*
	Combined Bodily Injury (Excluding Passengers other than cargo attendants) and Property Damage Liability	$300,000	$2,000,000
	Passenger Bodily Injury	$300,000	$300,000 x 75% of total number of passenger seats installed in aircraft

☐ Combined Coverage: The amount of coverage set forth below is a single limit of liability for each occurrence at least equal to the required minimums stated above for bodily injury (excluding passengers), property damage, and passenger bodily injury.

*Policy No.*_____ Amount of Coverage_____

☐ This policy covers CARGO operations *only* and *excludes* passenger liability insurance.

C. U.S. CERTIFICATED AIR CARRIERS OPERATING LARGE AIRCRAFT

The aircraft covered by this policy are LARGE AIRCRAFT (i.e., with more than 60 passenger seats or with a maximum payload capacity of more than 18,000 pounds). *(Complete separate or combined coverage as appropriate)*:

☐ Separate Coverages:

Policy No.	*Type of Liability*	*Minimum Limit Each person*	*Minimum Limit Each Occurrence*
	Combined Bodily Injury (Excluding Passengers other than cargo attendants) and Property Damage Liability	$300,000	$20,000,000
	Passenger Bodily Injury	$300,000	$300,000 x 75% of total number of passenger seats installed in aircraft

☐ Combined Coverage: The amount of coverage set forth below is a single limit of liability for each occurrence at least equal to the required minimums stated above for bodily injury (excluding passengers), property damage, and passenger bodily injury.

*Policy No.*_____ Amount of Coverage_____

☐ This policy covers CARGO operations *only* and *excludes* passenger liability insurance.

3. The policy or policies listed in this certificate insure(s) *(Check One)*:

☐ Operations conducted with all aircraft operated by the insured
☐ Operations conducted with the following types of aircraft:
☒ Operations with the following aircraft: (Use additional page if necessary)

Make and Model	FAA or Foreign Flag Registration No.
GULFSTREAM G-IV	N457DS
GULFSTREAM G-IV	N15Y
GULFSTREAM G-IV	N144PK
See Attached	

4. Each policy listed in this certificate meets or exceeds the requirements in 14 CFR Part 205.

One or more member companies of Global Aerospace Pool through Global Aerospace, Inc.	MARSH USA, INC.
(Name of Insurer)	*(Name of Broker, if applicable)*
ONE SYLVAN WAY	1166 AVENUE OF THE AMERICAS null
(Address)	*(Address)*
PARSIPPANY, NJ 07054	NEW YORK, NY 10036
(City, State, Zip Code)	*(City, State, Zip Code)*
Jeffrey Bruno	JOSEPH BRAUNSTEIN
Contact (person who can verify the effectiveness of the coverage)	*(Officer or authorized representative)*
973-490-8500 / 973-490-5635	212-345-0088 / 212-948-8580
(Area Code, Phone Number) (Area Code, Fax Number)	*(Area Code, Phone Number) (Area Code, Fax Number)*
(Signature, if applicable)	*(Signature)*
January 6, 2020	
(Date)	*(Date)*

Name and Address of Insured U.S. Air Carrier:

WESTERN AIR CHARTER INC. DBA JET EDGE; WESTERN AIR CHARTER INC. DBA JET EDGE INTERNATIONAL; WESTERN AIR CHARTER INC.; JET EDGE INTERNATIONAL LLC
16700C ROSCOE BLVD.
VAN NUYS, CA 94106

3. The policy or policies listed in this certificate insures operations with the following aircraft:

Make and Model	FAA or Foreign Flag Registration No.
GULFSTREAM G-IV	N770KS
DASSAULT FALCON 2000EX	N899BC
GULFSTREAM G-IV SP	N4818C
GULFSTREAM G550	N4500X
GULFSTREAM G-V	N776RB
GULFSTREAM G-IV SP	N945GS
GULFSTREAM G-IV SP	N396U
GULFSTREAM G-V	N25GV
GULFSTREAM G-IV SP	N4HS
EMBRAER LEGACY 600	N325SH
EMBRAER 135	N866MS
GULFSTREAM G550	N780KS
BOMBARDIER GLOBAL EXPRESS	N68005
GULFSTREAM G550	N885GM
GULFSTREAM G-IV SP	N999AH
GULFSTREAM G-IV SP	N400FJ
GULFSTREAM G-IV SP	N218JE
GULFSTREAM G-IV (G400)	N960JS
GULFSTREAM G-IV SP	N805FT
EMBRAER LEGACY 600	N600TN
BOMBARDIER GLOBAL EXPRESS	N228SS
BOMBARDIER GLOBAL EXPRESS BD-700	N789RR
GULFSTREAM G-V	N188ES
GULFSTREAM G-IV, G-1159C	N41ZA
GULFSTREAM G-IV SP	N267LG
GULFSTREAM G-V	N55BM
GULFSTREAM G450	N131YF
GULFSTREAM G-IV SP	N498VR
BOMBARDIER GLOBAL EXPRESS	N170SW
GULFSTREAM G-IV SP	N401VR
GULFSTREAM G200	N113PG
GULFSTREAM G-IV SP	N445BJ
GULFSTREAM G-IV SP	N800HH
GULFSTREAM G-V	N801HH
GULFSTREAM G-V	N787GP
GULFSTREAM G-IV SP	N403VR
GULFSTREAM G650	N516PL
GULFSTREAM G-IV SP	N226RS
EMBRAER LEGACY 560	N650TB

BANK OF THE WEST
BNP PARIBAS

February 28, 2020

RE: Western Air Charter
Jet Edge International
Centennial Jet Partners

To Whom It May Concern:

At your request, I confirm that the three attached bank statements dated January 31, 2020 for the following accounts summarized below accurately show the cash balances on hand as of the date on the statements. The attached statements are the bank statements that the Bank issues for accounts held at our institution.

Account	xxx0387	$2,271,489.14
Account	xxx9073	$ 101,497.19
Account	xxx6230	$ 223,492.48
Total		$2,596,478.81

The entire relationship has been managed in a satisfactory manner and the Bank appreciates the opportunity to work with the Companies.

If you need additional information, please contact me via email at Reggie.Fink@BankoftheWest.com or via the phone at (303)-202-5447.

Sincerely,

Reggie Fink
Director
Bank of the West
600 17th St.
STE 1500
Denver, CO 80202

BANK OF THE WEST
BNP PARIBAS

P.O. Box 2830, Omaha, NE 68103-2830

Account Statement

January 1, 2020 - January 31, 2020

>014779 3878835 0001 008230 1OZ
JET EDGE INTERNATIONAL LLC
CHARTER DEPOSIT ACCOUNT
16700C ROSCOE BLVD
VAN NUYS CA 91406-1102

14779 3878835 029347 058693 0001/0003

At your service

bankofthewest.com

1-800-488-2265

1-800-659-5495 TTY

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Remember to confirm your email during your next branch visit or call our Contact Center at 800-488-2265. Our emails keep you educated about our services, products and more.

ANALYZED CHECKING [redacted]0387

JET EDGE INTERNATIONAL LLC
CHARTER DEPOSIT ACCOUNT

ACCOUNT SUMMARY

Beginning Balance	**$909,164.27**
126 Credits	6,427,331.45
0 Deposits	0.00
29 Withdrawals	-5,065,006.58
0 Checks	0.00
Ending Balance	**$2,271,489.14**

EARNINGS SUMMARY

Interest this statement period	$0.00
Interest credited year-to-date	$0.00
Interest credited prior year	$0.00
Annual percentage yield earned	0.00%
Average monthly balance	$1,739,136.70

For your protection:
Examine this statement promptly. Any discrepancy must be reported within 30 days. Consumer customers: A discrepancy regarding an electronic payment or line of credit must be reported within 60 days.

BANK OF THE WEST
BNP PARIBAS

P.O. Box 2830, Omaha, NE 68103-2830

Account Statement

January 1, 2020 - January 31, 2020

>012201 3878835 0001 008230 10Z
WESTERN AIR CHARTER INC
16700C ROSCOE BLVD
VAN NUYS CA 91406-1102

12201 3878835 023567 047133 0001/0002

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bankofthewest.com

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Remember to confirm your email during your next branch visit or call our Contact Center at 800-488-2265. Our emails keep you educated about our services, products and more.

BANK OF THE WEST COMMERCIAL MM [redacted]9073

WESTERN AIR CHARTER INC

ACCOUNT SUMMARY

Beginning Balance	**$101,459.38**
1 Credits	37.81
0 Deposits	0.00
0 Withdrawals	0.00
0 Checks	0.00
Ending Balance	**$101,497.19**

EARNINGS SUMMARY

Interest this statement period	$37.81
Interest credited year-to-date	$37.81
Interest credited prior year	$579.95
Annual percentage yield earned	0.44%
Average monthly balance	$101,459.38

For your protection:
Examine this statement promptly. Any discrepancy must be reported within 30 days. Consumer customers: A discrepancy regarding an electronic payment or line of credit must be reported within 60 days.

BANK OF THE WEST
BNP PARIBAS
P.O. Box 2830, Omaha, NE 68103-2830

Account Statement

January 1, 2020 - January 31, 2020

>005047 3879225 0001 008230 10Z

CENTENNIAL JET PARTNERS LLC
222 GREYSTONE ROAD
EVERGREEN CO 80439-4337

05047 3879225 008128 016255 0001/0002

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bankofthewest.com

1-800-488-2265

1-800-659-5495 TTY

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Simply log into your account at www.bankofthewest.com and go to the Services and Support page or on your mobile device on the More screen.

Remember to confirm your email during your next branch visit or call our Contact Center at 800-488-2265. Our emails keep you educated about our services, products and more.

BASIC BUSINESS CHECKING [redacted]6230

CENTENNIAL JET PARTNERS LLC

ACCOUNT SUMMARY

Beginning Balance	**$223,492.48**
1 Credits	55,614.03
0 Deposits	0.00
1 Withdrawals	-55,614.03
0 Checks	0.00
Ending Balance	**$223,492.48**

EARNINGS SUMMARY

Interest this statement period	$0.00
Interest credited year-to-date	$0.00
Interest credited prior year	$0.00
Annual percentage yield earned	0.00%
Average monthly balance	$223,492.48

For your protection:
Examine this statement promptly. Any discrepancy must be reported within 30 days. Consumer customers: A discrepancy regarding an electronic payment or line of credit must be reported within 60 days.

February 28, 2020

Re: Western Air Charter, Inc.

To Whom It May Concern:

At the request of our customer, Western Air Charter, Inc., please be advised of the following loan information as of January 31, 2019:

Revolving Line of Credit
Outstanding balance $ 6,850,000.00
Available $ 3,050,000.00

Revolving Aircraft Line of Credit
Outstanding balance $0.00
Available $15,000,000.00

Term Loan
Outstanding Balance $9,250,000.00

Deposit Accounts
Balance: $8,776,327.34

Please contact me if there are any questions at 424-303-6895.

Sincerely,

Valerie Young

Valerie Young
Regional Closing Manager