Cooley

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VIA EMAIL TRANSMISSION & REGULATIONS.GOV

May 14, 2021

Lauralyn J. Remo
Chief, Air Carrier Fitness
Office of Aviation Analysis
Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

Re: DOT-OST-2020-0019, Request for Effective Authority for Breeze Aviation Group, Inc.

Dear Ms. Remo:

In Order 2021-3-16 (the "Order") the Department issued to Breeze Aviation Group, Inc. ("Breeze") a certificate of public convenience and necessity authorizing it to engage in interstate scheduled air transportation of persons, property and mail. On May 14, 2021, the Federal Aviation Administration ("FAA") issued to Breeze an Air Carrier Certificate and Operations Specifications authorizing such operations. Accordingly, Breeze respectfully requests that the Department make its certificate of public convenience and necessity effective as soon as possible and, to the extent necessary, waive the six-day waiting period contemplated in the Order. In support, Breeze provides the following information requested in the Order:

(a) *A copy of the holder's Air Carrier Certificate and Operations Specifications authorizing such operations from the Federal Aviation Administration (FAA).*

Breeze has attached a copy of the Air Carrier Certificate and Operations Specifications issued by the FAA as Exhibit A-1. In addition, Breeze has attached a Declaration of Safety Compliance as Exhibit A-2.

(b) *A certificate of insurance on OST Form 6410 evidencing liability insurance coverage meeting the requirements of 14 CFR 205.5(b) for all of its aircraft.*

Breeze has completed and attached a copy of OST Form 6410 as Exhibit B.

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(c) *A statement of any changes the holder has undergone in its ownership, key personnel, operating plans, financial posture, or compliance history, since the date of the Show Cause Order in this case.*

The fitness information reflected in the Show Cause Order remains current with the exception of two key personnel joining the company. John Rodgerson has joined Breeze as a member of its Board of Directors,[1] and John Varley has joined Breeze as Chief People Officer and General Counsel. Completed questionnaires containing biographical information, the information required by 14 CFR 204.3(l), (m), (o), (p) and (q) and related fitness information for both gentlemen are attached as Exhibit C-1 and Exhibit C-2.

(d) *A revised list of pre-operating expenses already paid and those remaining to be paid, as well as an independent verification that the holder has available to it funds sufficient to cover any remaining pre-operating expenses and to provide a working capital reserve equal to the operating costs that would be incurred in three months of operations.*

The forecast of pre-operating expenses submitted to the Department with its September 28, 2020 filing remains current. As Breeze is on the precipice of initiating operations, all anticipated pre-operating costs have been paid. In the September 28, 2020 filing, Breeze projected that expenses for three months of operations would be $37.39 million. This forecast also remains current. Accordingly, Breeze is submitting independent verification of access to $56.9 million in its bank accounts held at JPMorgan Chase Bank in Exhibit D-1 ($27 million) and UBS in Exhibit D-2 ($29.9 million).

With the submission of this information, Breeze respectfully requests that the Department proceed by oral action to make its certificate effective as soon as possible and, to the extent necessary, waive the six-day waiting period contemplated in the Order.

[1] In addition to the fitness information provided in Exhibit C-1, Mr. Rodgerson holds an interest of less than .5% in Azul.

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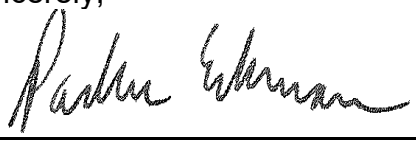
May 14, 2021

Sincerely,



J. Parker Erkmann
Counsel for Breeze Aviation Group

cc: Damon Walker
Shabu Thomas

Cooley

May 14, 2021

CERTIFICATE OF SERVICE

I hereby certify that I have on this 14th day of March, 2021 served the foregoing Request for Effective Authority of Breeze Aviation Group, Inc. via email submission on the following:

Robert.wirick@aa.com
dan.weiss@united.com
steve.morrissey@united.com
alex.krulic@delta.com
chris.walker@delta.com
steven.seiden@delta.com
bobkneisleyllc@gmail.com
leslie.abbott@wnco.com
dheffernan@cozen.com
robert.land@jetblue.com
reese.davidson@jetblue.com
esahr@eckertseamans.com
dderco@eckertseamans.com
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jyoung@yklaw.com
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tori.palpant@suncountry.com
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cynthia.dominik@faa.gov
david.b.lusk@faa.gov
kim.v.edwards@faa.gov
info@airlineinfo.com

/s/ Erin Combs
Erin Combs

247876555

EXHIBIT A-1

U.S. Department of
Transportation

**Federal Aviation
Administration**

Air Carrier Certificate

This certifies that

Breeze Aviation Group, Inc.

23 Old Kings Highway, Ground Floor

Darien, Connecticut 06820

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 BAGA439Q

Wesley L. Mooty
(Signature)

Effective date May 14, 2021

Director
(Title)

Issued at Islip, New York

Air Carrier Safety Assurance
(Office)

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A001 . Issuance and Applicability

HQ Control: 05/09/2003
HQ Revision: 02c

a. These operations specifications are issued to BREEZE AVIATION GROUP INC, whose principal base of operation is located at:

Primary Business Address:
23 Old Kings Hwy
Ground Floor
Darien, Connecticut 06820

Mailing Address:
23 Old Kings Hwy
Ground Floor
Darien, Connecticut 06820

The holder of these operations specifications is the holder of Air Carrier Certificate Number BAGA439P and shall hereafter be referred to as the certificate holder. The certificate holder is authorized to conduct:

Domestic	operations in Common	carriage pursuant to Title 14 Code of Federal Regulations (CFR) Section	119.21(a)(1) - Domestic (D)	and provided, at all times, the certificate holder has appropriate written economic authority issued by the Department of Transportation.
Supplemental	operations in Common	carriage pursuant to Title 14 Code of Federal Regulations (CFR) Section	119.21(a)(3) - Supplemental (S)	and provided, at all times, the certificate holder has appropriate written economic authority issued by the Department of Transportation.

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

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

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

Breeze Airways

d. The certificate holder is authorized to conduct flights under 14 CFR Part 91 for crewmember training, maintenance tests, ferrying, re-positioning, and the carriage of company officials using the applicable authorizations in these operations specifications, without obtaining a Letter of

Authorization, provided the flights are not conducted for compensation or hire and no charge of any kind is made for the conduct of the flights.

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

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

A002 . Definitions and Abbreviations **HQ Control: 04/25/2018**
HQ Revision: 10e

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

Term or Terms	Definition
Air Ambulance Aircraft	An aircraft used in air ambulance operations. The aircraft must be equipped with at least medical oxygen, suction, and a stretcher, isolette, or other approved patient restraint/containment device. The aircraft need not be used exclusively as an air ambulance aircraft and the equipment need not be permanently installed.
Air Ambulance Operations	(a) Air transportation of a person with a health condition that requires medical personnel as determined by a health care provider; or (b) Holding out to the public as willing to provide air transportation to a person with a health condition that requires medical personnel as determined by a health care provider including, but not limited to, advertisement, solicitation, association with a hospital or medical care provider and (c) Uses an air ambulance aircraft, either fixe wing or helicopter.
Airways Navigation Facilities	Airways navigation facilities are those ICAO Standard Navigation Aids (VOR, VOR/DME, and/or NDB) which are used to establish the en route airway structure within the sovereign airspace of ICAO member states. These facilities are also used to establish the degree of navigation accuracy required for air traffic control and Class I navigation within that airspace.
Approved Unit Load Device (ULD) Cargo	Cargo loaded into a ULD, as defined by National Aerospace Standard (NAS) 3610, SAE Aerospace Standard (AS) 36100, Technical Standard Order (TSO) - C90, or other approval standards, that is approved for carriage within the airplane as specified in the Airplane Flight Manual / Weight and Balance Manual approved by the type certificate or supplemental type certificate.
Auto Flight Guidance System (AFGS)	Aircraft systems, such as an autopilot, auto throttles, displays, and controls, that are interconnected in such a manner so as to allow the crew to automatically control the aircraft's lateral and vertical flightpath and speed. A flight management system is sometimes associated with an AFGS.
Automatic Dependent Surveillance (ADS)	A function for use by air traffic services in which the ADS equipment in the aircraft automatically transmits data derived from on-board navigation systems via a datalink. As a minimum, the data include aircraft

	identification and three-dimensional position. ADS is sometimes referred to as ADS-A or ADS-Contract (e.g., a communications contract between the aircraft communications/surveillance system and an air traffic facility or service provider only).
Automatic Dependent Surveillance-Broadcast (ADS-B)	ADS-B is a function on an aircraft or surface vehicle operating within the surface movement area that periodically broadcasts via datalink its state vector (horizontal and vertical position, horizontal and vertical velocity) and other information. ADS-B is Automatic in that it requires no external stimulus to elicit a transmission. ADS-B is Dependent because it relies on on-board navigation sources. ADS-B Surveillance information is provided, via data link, to any users (either aircraft or ground-based) within range of the Broadcast signal.
Available Landing Distance (ALD)	ALD is that portion of a runway available for landing and roll-out for aircraft cleared for land and hold short operations (LAHSO). This distance is measured from the landing threshold to the hold-short point.
Bulk Cargo	Cargo usually transported as individual pieces and loaded into a compartment approved for bulk cargo by the Airplane Flight Manual / Weight and Balance Manual that is approved by the type certificate or supplemental type certificate. These items are generally loaded planeside and loaded directly into the bulk compartment.
Cargo	Any property carried on an aircraft other than mail, stores, and accompanied or mishandled baggage.
Category I Instrument Approach	A Category I instrument approach is any authorized precision or nonprecision instrument approach which is conducted with a minimum height for IFR flights not less than 200 feet (60 meters) above the touchdown zone and a minimum visibility/RVV not less than 1/2 statute mile or RVR 1800 (for helicopters, 1/4 statute mile or RVR 1600).
Certificate Holder	In these operations specifications, the term "certificate holder" shall mean the holder of the certificate described in Part A paragraph A001 and any of its officers, employees, or agents used in the conduct of operations under these operations specifications.
Class I Navigation	Class I navigation is any en route flight operation or portion of an operation that is conducted entirely within the designated Operational Service Volumes (or ICAO equivalents) of ICAO standard airway navigation facilities (VOR, VOR/DME, NDB). Class I navigation also includes en route flight operations over routes designated with a "MEA GAP" (or ICAO equivalent). En route flight operations conducted within these areas are defined as “Class I navigation” operations irrespective of the navigation means used. Class I navigation includes operations within these areas using pilotage or any other means of navigation which does not rely on the use of VOR, VOR/DME, or NDB.
Class II Navigation	Class II navigation is any en route flight operation which is not defined as Class I navigation. Class II navigation is any en route flight operation or

	portion of an en route operation (irrespective of the means of navigation) which takes place outside (beyond) the designated Operational Service Volume (or ICAO equivalents) of ICAO standard airway navigation facilities (VOR, VOR/DME, NDB). However, Class II navigation does not include en route flight operations over routes designated with an "MEA GAP" (or ICAO equivalent).
Cockpit Display of Traffic Information (CDTI)	A CDTI is a generic display that provides a flightcrew with surveillance information about other aircraft including their position. Traffic information for a CDTI may be obtained from one or multiple sources (including ADS-B, TCAS, and traffic information services) to provide improved awareness of proximate aircraft and as an aid to visual acquisition as part of the normal see and avoid operations both in the air and on the ground.
Decision Altitude (Height)	DA(H) is a specified minimum altitude in an instrument approach procedure by which a missed approach must be initiated if the required visual reference to continue the approach has not been established. The 'altitude' value is typically measured by a barometric altimeter; the 'height' value (H) is typically a radio altitude equivalent height above the touchdown zone (HAT) used only for advisory reference and does not necessarily reflect actual height above underlying terrain. [This definition is consistent with both current U.S. operator usage and ICAO international agreements.]
Dual-Certificated-Noise Compliance	For purposes of noise compliance rules, dual-certificated airplanes are those that are certificated to operate in either a Stage 2 or Stage 3 configuration. The only airplanes dual certificated by the FAA were certain Boeing 747's, -300 series or earlier. For noise compliance purposes, these airplanes are considered Stage 2 unless the operator gets a supplemental type certificate to make the airplane Stage 3 only, or unless the operator voluntarily limits the operation to Stage 3 only.
Fault Detection and Exclusion (FDE)	FDE technology allows onboard GPS equipment to automatically detect a satellite failure that effects navigation and to exclude that satellite from the navigation solution.
Flight Management Systems (FMS)	An integrated system used by flightcrews for flight planning, navigation, performance management, aircraft guidance, and flight progress monitoring.
Free Flight	A safe and efficient flight operating capability under instrument flight rules (IFR) in which the operators have the freedom to select a path and speed in real time. Air traffic restrictions are imposed only to ensure separation, to preclude exceeding airport capacity, to prevent unauthorized flight through special use airspace, and to ensure safety of flight. Restrictions are limited in extent and duration to correct the identified problem. Any activity that removes restrictions represents a move toward Free Flight.
Global Position	GLS is a differential GPS-based landing system providing both vertical and

System (GPS) Landing System (GLS)	lateral position fixing capability. The term GLS may also be applied to any GNSS-based differentially corrected landing system.
Helicopter Emergency Medical Service	Helicopter emergency medical service (HEMS) is: (a) Air transportation by helicopter of a person with a health condition that requires medical personnel as determined by a health care provider; or (b) Holding out to the public as willing to provide air transportation by helicopter to a person with a health condition that requires medical personnel as determined by a health care provider including, but not limited to, advertisement, solicitation, association with a hospital or medical care provider. (c) Helicopter emergency medical evacuation service (HEMES)
ILS - PRM	Simultaneous close parallel ILS approaches are enabled through the implementation of special precision runway monitoring (PRM) equipment operated by ATC at certain airfields for specific runways, titled in 14 CFR Part 97 as “ILS PRM.” ILS PRM approaches are conducted between 4,299 and 3,000 feet parallel runway spacing. Runways 3,400 feet or greater apart utilize two parallel ILS courses, aligned with the runway centerlines (RCLs). For runways spaced less than 3,400 feet, one ILS is offset 2.5° to 3.0°.
Imported Airplane-Noise Compliance	For purposes of the noise compliance rules, an imported airplane is a Stage 2 airplane of 75,000 pounds or more that was purchased by a U.S. person from a non-U.S. owner on or after November 5, 1990. [Under the non-addition rule (see 14 CFR Part 91, § 91.855), an imported airplane may not be operated to or from any airport in the contiguous United States. Such airplanes may be owned and registered by U.S. persons but are limited to operation outside the contiguous United States.]
JAA JAR OPS-1	Joint Aviation Authorities (JAA) Joint Aviation Requirements (JAR) operational agreements (OPS). The European JAA adopted common operational guidance for all Member States in order to harmonize the rules within those States. The JAR-OPS-1, is part 1 of the operational agreement and comprises the operational requirements applicable to commercial air transportation fixed wing aircraft.
Localizer-Type Directional Aid (LDA) PRM	See definition of SOIA.
Life Vest (Non-Quick-Donning)	A non-quick-donning life vest is one which must be removed from its container, placed over the wearer’s head, and/or requires additional steps beyond inflation to make it ready to use for its intended purpose.
Life Vest, Quick-Donning	A quick-donning life vest is fastened around a person in a manner which requires the wearer only to pull on a single tab and lift the life vest over his/her head. At this point the life vest needs only to be inflated to be ready

	to use for its intended purpose.
Local Flying Area	An area designated by the operator in which air ambulance services will be conducted. Each local flying area should be defined in a manner acceptable to the operator, the local Flight Standards District Office, and the Principal Operations Inspector, taking into account the operating environment, the geographic terrain features, and the capabilities of the aircraft.
Major Contract Training	Any flight training, flight testing, or flight checking leading to and maintaining certification and qualification of air carrier flightcrew members in accordance with the requirements (maneuvers and procedures) explicitly stated in 14 CFR Parts 61, 121, or 135; or in SFAR 58 Advanced Qualification Program (AQP), as applicable.
Medical Crewmember	A person with medical training who is assigned to provide medical care and other crewmember duties related to the aviation operation during flight.
Minimum Descent Altitude (Height)	MDA(H) is the lowest altitude in an instrument approach procedure to which a descent is authorized on final approach or during circle-to-land maneuvering. The 'altitude' value is typically measured by a barometric altimeter; the 'height' value (H) is typically a radio altitude equivalent height above the touchdown zone (HAT) or height above airport (HAA) published elevation. The (H) is used only for advisory reference and does not necessarily reflect actual height above underlying terrain. [This definition is consistent with both current U.S. operator usage and ICAO international agreements.]
Operational Service Volume	The Operational Service Volume is that volume of airspace surrounding a NAVAID which is available for operational use and within which a signal of usable strength exists and where that signal is not operationally limited by co-channel interference. Operational Service Volume includes all of the following: (1) The officially designated Standard Service Volume excluding any portion of the Standard Service Volume which has been restricted. (2) The Expanded Service Volume. (3) Within the United States, any published instrument flight procedure (victor or jet airway, SID, STAR, SIAP, or instrument departure (4) Outside the United States, any designated signal coverage or published instrument flight procedure equivalent to U.S. standards.
Outsourced Training	Any training, testing, or checking activity which an air carrier certificate holder provides by way of a contract arrangement with another party.
Parabolic Flight Operations	Parabolic flight operations are aerobatic maneuvers in which the aircraft is intentionally pitched in excess of 30 degrees above and 30 degrees below the horizon in a repeated fashion for the specific purpose of exposing the participants to reduced or zero gravity conditions.

Planned Redispatch or ReRelease EnRoute	The term "planned redispatch or rerelease en route" means any flag operation (or any supplemental operation that includes a departure or arrival point outside the 48 contiguous United States and the District of Columbia) that is planned before takeoff to be redispatched or rereleased, in accordance with 14 CFR 121.631(f), at a predetermined point along the route of flight to an airport other than that specified in the original dispatch or flight release.
Polar Area (North)	The north polar area of operations is that area that lies north of latitude N 78º 00'.
Qualified Local Observer	A person who provides weather, landing area, and other information as required by the operator, and has been trained by the operator under a training program approved by the Principal Operations Inspector.
Raw Terrain	Raw terrain is devoid of any person, structure, vehicle or vessel.
Receiver Autonomous Integrity Monitoring (RAIM)	RAIM is a function that considers the availability of satisfactory signal integrity broadcasted from the particular GPS satellites used during a given flight. Onboard GPS navigators accomplish this automatically as the aircraft proceeds along its route. When insufficient signal integrity is detected an alarm is provided to the flightcrew. Using the predictive RAIM software flightcrews and dispatchers know in advance whether or not suitable GPS navigation will be available throughout the flight. This predictive information may also be determined during flight planning by contacting an FAA Flight Service Station.
Reliable Fix	A "reliable fix" means station passage of a VOR, VORTAC, or NDB. A reliable fix also includes a VOR/DME fix, an NDB/DME fix, a VOR intersection, an NDB intersection, and a VOR/NDB intersection provided course guidance is available from one of the facilities, and the fix lies within the designated operational service volumes of both facilities which define the fix.
Required Navigation Performance (RNP)	A statement of navigation performance necessary for operations within a defined airspace.
Required Navigation Performance (RNP) Time Limit	Applies to aircraft equipped with INS or IRU systems where those systems provide the means of navigation to navigate to the degree of accuracy required by ATC. The FAA-approved time in hours--after the system is placed in navigation mode or is updated en route--that the specific INS or IRU make/model can meet a specific RNP type on a 95% probability basis. It is used to establish the area of operations or routes on which the aircraft/navigation system is qualified to operate.
Required Navigation Performance (RNP) Type	A value typically expressed as a distance in nautical miles from the intended position within which an aircraft would be for at least 95 percent of the total flying time. For example, RNP-4 represents a lateral and longitudinal navigation accuracy of 4 nm on a 95 percent basis. Note: Applications of RNP to terminal area and other operations may also

	include a vertical component.
RNAV (GPS) PRM	Area navigation (RNAV) (GPS) PRM approach that may be substituted for an ILS PRM or LDA PRM approach and is procedurally equivalent.
Runway	In these operations specifications the term "runway" in the case of land airports, water airports and heliports, and helipads shall mean that portion of the surface intended for the takeoff and landing of land airplanes, seaplanes, or rotorcraft, as appropriate.
Simultaneous Offset Instrument Approach (SOIA)	This operation comprises one ILS and one LDA with glide slope. The ILS is aligned with its runway, but the LDA serving the second runway is offset (between 2.5° and 3°) from a parallel track. This offset permits simultaneous instrument approach operations to parallel runways spaced less than 3,000 feet apart, but no less than 750 feet. Because of the offset, this operation is also known as an SOIA.
Special Cargo	Cargo that requires special handling and securing/restraining procedures within the limitations specified in the Airplane Flight Manual (AFM) / Weight and Balance Manual (WBM) approved by the type certificate / supplemental type certificate. Special cargo may be enclosed in an approved bulk compartment if the WBM has limitations supporting procedures for securing and restraining the special cargo.
VFR Station-Referenced Class I Navigation	VFR station-referenced Class I navigation is any operation conducted within the operational service volumes of ICAO standard navigation aids under visual flight rules (VFR) which uses nonvisual navigation aids (stations), such as VOR, VOR/DME, or NDB as the primary navigation reference. VFR station-referenced Class I navigation includes Class I navigation conducted on-airways and off-airway routings predicated on airways navigation facilities. These operations also include Class I navigation using an area navigation system which is certificated for IFR flights over the routes being flown.
Wide Area Augmentation System (WAAS)	WAAS has been developed to improve the accuracy, integrity, availability, and reliability of GPS signals. WAAS utilizes a fixed localized ground station to calculate GPS integrity and correction data, then broadcasts this information through the GPS satellites to GPS/WAAS users along with ranging signals. It is a safety critical system consisting of a ground network of reference and integrity monitor data processing sites which assess current GPS performance, as well as a space segment that broadcasts that assessment to GNSS users to support IFR navigation**.**

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

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

A003 . Airplane Authorization

HQ Control: 03/10/2011
HQ Revision: 02g

The certificate holder is authorized to conduct operations under the provisions of Title 14 CFR Part 121 using airplanes with the approved configuration and operations described in the following table:

M/M/S	Type Section 119	Operation Configuration	En Route	Condition of Flight	Seats Demonstrated	Number Flt. Att.
ERJ-190-200 IGW	119.21(a)(1)&(3) – Dom(D) & Supp(S)	Passenger	IFR/VFR	Day/Night	118	3

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

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

A004 . Summary of Special Authorizations and Limitations **HQ Control: 08/03/2001**
HQ Revision: 000

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

	Reference Paragraphs
Conduct operations under certain exemptions and/or deviations.	A005
Conduct special en route IFR operations in Class G airspace.	A014
Use the electronic signatures, electronic recordkeeping systems, or electronic manual system listed in A025.	A025
Conduct supplemental operations using domestic/flag rules between the city pairs listed in C070.	A030
Make arrangements with training centers and other organizations for certificate holder training in accordance with 14 CFR Section 121.402.	A031
Use an approved CASS and/or FDAR program to allow eligible persons under 14 CFR Subsection 121.547(a)(3) access to the flightdeck.	A048
Use an Electronic Flight Bag (EFB) in the aircraft as part of an authorized EFB Program.	A061
Use an approved flightcrew member certificate verification plan in accordance with 14 CFR Part 121, § 121.383(c).	A063
Use any combination of actual, standard average, or survey-derived average weights for its large cabin aircraft.	A099
Use an FAA-approved fatigue education and awareness training program.	A319
Conduct operations using approved driftdown or fuel dumping procedures.	B029
Conduct Class I navigation using an area navigation system.	B034
Conduct Class I navigation in the U.S. Class A airspace using an area or long-range navigation system.	B035
Conduct operations in reduced vertical separation minimum (RVSM) airspace.	B046
Derive alternate airport weather minimums from the standard table for airplanes.	C055
Conduct IFR area navigation (RNAV 1) and/or RNP 1 instrument departure procedures (DPs) and Standard Terminal Arrivals Routes (STARs) published in accordance with 14 CFR Part 97; and/or tailored arrivals (TA).	C063
Conduct nonscheduled passenger and/or all-cargo, special terminal area IFR airplane operations in Class G airspace and at airports without an operating control tower.	C064
Conduct noise abatement departure profile operations with its subsonic turbojet-powered airplanes over 75,000 pounds gross takeoff weight.	C068
Conduct scheduled passenger and cargo operations at authorized airports.	C070
Use autopilot minimum use altitudes/heights in accordance with 14 CFR Part 121, § 121.579 and the limitations and provisions of operations specification C071.	C071
Use minimum descent altitude (MDA) as a decision altitude (DA)/decision height (DH) with vertical navigation (VNAV) on a nonprecision approach	C073

(NPA).	
Conduct airplane IFR circle-to-land approach maneuvers.	C075
Conduct 14 CFR Part 121 IFR airplane operations using lower than standard takeoff minima.	C078
Conduct scheduled passenger, special terminal area IFR airplane operations in Class G airspace and/or at airports without an operating control tower.	C080
Use short-term escalation.	D076
Use short-term escalation authorization for borrowed parts that are subject to overhaul requirements.	D083
Conduct ferry flights under special flight permits with continuing authorization.	D084
Use maintenance time limitations for operators without a reliability program.	D089
Use listed airplanes for operations in designated RVSM airspace in accordance with B046 and D092.	D092
Use Emergency Evacuation Systems (EES) maintained in accordance with the limitations and conditions of OpSpec D105 EES maintenance program requirements.	D105

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

	Reference Paragraphs
Conduct operations to certain airports outside the 48 contiguous United States and Alaska under CFR Part 121 domestic rules.	A012
Conduct extended overwater turbojet operations without required emergency equipment.	A013
Conduct airplane air ambulance operations under 14 CFR Part 121.	A024
Conduct operations of certain Stage 2 airplanes. 8-24-18	A026
Conduct Land and Hold Short Operations (LAHSO) at designated airports and specified runway configurations as identified by Air Traffic Services in Notice 7110.118, Appendix 1.	A027
Conduct aircraft wet lease arrangements.	A028
Use an aircraft interchange agreement under 14 CFR Section 119.49.	A029
Adopt flight crewmember flight time limitations rules to establish flight attendant duty & flight time limitations & rest restrictions.	A032
Conduct certain CFR Part 121 all-cargo operations in accordance with flight and rest time limitations under 14 CFR Sections 135.261 through 135.273.	A033
Conduct operations using an approved Advanced Qualification Program in accordance with 14 CFR Part 121, Subpart Y, subsection 121.901 - 121.925.	A034
Accept, handle, and carry materials regulated as Hazardous Materials (HazMat).	A055
Conduct data link communications.	A056
Use only actual passenger and baggage weights (no combinations of average and actual weights) for all its aircraft	A096
Use any combination of actual, standard average, or survey-derived average weights in its small cabin aircraft.	A097

Use any combination of actual, standard average, or survey-derived average weights for its medium cabin aircraft.	A098
Conduct augmented flightcrew operations under 14 CFR Part 117 using the classification of onboard flightcrew member rest facilities listed in operations specification A117.	A117
Conduct Title 14 CFR Part 121 operations subject to the requirements of special limitations for flightcrew members.	A300
Conduct the Airline Transport Pilot (ATP) Certification Training Program (CTP), required by 14 CFR Part 61, §61.156 for all ATP applicants, subject to the conditions and limitations in OpSpec A304.	A304
Conduct IOE using check airmen employed by United Airlines in lieu of FAA inspectors.	A316
Conduct flight operations under 14 CFR Part 117 using an FAA-approved Fatigue Risk Management System (FRMS) according to the conditions and limitations in A318.	A318
Conduct airplane operations using a Liquid Water Equivalent System (LWES) during ground icing conditions.	A323
Conduct operations with airplane wet lease agreements IAW nonstandard OpSpec A328.	A328
Use ADS-B for certain UPS operational applications.	A352
Conduct In-Trail Procedures (ITP) using Automatic Dependent Surveillance-Broadcast IN (ADS-B IN).	A354
Use ADS-B IN equipment and procedure(s) as specified in paragraph A355.	A355
Conduct parabolic flight operations.	A362
Suspend its liability insurance due to seasonal operations.	A501
Use the air carrier merger and/or acquisition plan.	A502
Conduct the Airline Transport Pilot (ATP) Certification Training Program (CTP), required by 14 CFR Part 61, §61.156 for all ATP applicants, subject to the conditions and limitations in OpSpec A504.	A504
Conduct a ferry flight under Part 91 in accordance with a temporary Letter of Deviation Authority as a Special Flight Authorization (SFA).	A510
Conduct sales demonstration flights under Part 91 in accordance with a temporary Letter of Deviation Authority as a Special Flight Authorization (SFA).	A511
Conduct training flights under Part 91 in accordance with a temporary Letter of Deviation Authority as a Special Flight Authorization (SFA).	A512
Conduct operations into the Democratic Peoples Republic of Korea (DPRK).	A519
Conduct operations with deviations for flight time, rest periods, and sleeping quarters to meet Air Mobility Command needs.	A521
Conduct military charter operations only in accordance with deviation provisions and limitations for its flightdeck doors.	A523
Use a temporary deviation IAW the requirements of 14 CFR Section 119.55, to permit its flight crewmembers to exceed 30-& 60-day flight time limitations for certain operations.	A524
Conduct certain international supplemental operations with a deviation from supplemental oxygen requirements of 14 CFR 121.333(e)(2).	A525

Use a temporary deviation IAW the reqs of 14 CFR Section 119.55, to conduct operations under this deviation without assigning a flight attendant to a scheduled duty period of more than 14 hours, but no more than 16 hours.	A526
Conduct emergency operations to support a temporary regional disaster recovery.	A529
Conduct flight operations under contract to the sponsoring U.S. Government Agency(s) within the Tripoli (HLLL) FIR in accordance with the permitted operations requirements of SFAR-112.	A532
Conduct Substitute Scheduled Operations at authorized airports in order to conduct Domestic or Flag Operations.	A545
Use an extension, as specified in Section 121.1117(k), of the compliance dates in Section 121.1117(e).	A570
Issue an International Civil Aviation Organization (ICAO) air operator certificate (AOC) through the Operations Safety System (OPSS).	A999
Conduct IFR en route RNAV operations in the State of Alaska using TSO C145a/C146a GPS/WAAS RNAV systems as the only means of IFR navigation IAW SFAR 97.	B030
Conduct Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems (M-LRNS).	B036
Conduct operations in Central East Pacific (CEP) airspace.	B037
Conduct operations in North Pacific (NOPAC) airspace.	B038
Conduct operations in North Atlantic High Level Airspace (NAT HLA).	B039
Conduct operations in areas of magnetic unreliability.	B040
Conduct North Atlantic Operations (NAT/OPS) with two-engine airplanes under Part 121 without deviation to CFR Section 121.161.	B041
Use special fuel reserves in international operations.	B043
Conduct planned redispatch or rerelease en route.	B044
Conduct extended overwater operations using a single long-range communication system (S-LRCS).	B045
Conduct operations in the Grand Canyon National Park Special Flight Rules Area (GCNP-SFRA).	B049
Conduct Part 121 en route VFR operations.	B051
Conduct Oceanic and Remote Airspace Navigation Using a Single Long-Range Navigation System	B054
Conduct north polar operations.	B055
Conduct commercial air tour operations over certain national park(s) and tribal lands within or abutting those national park(s).	B057
Conduct extended operations (ETOPS) with two-engine airplanes.	B342
Conduct certain international operations in accordance with a deviation to 14 CFR Section 121.645.	B343
Conduct extended operations (ETOPS) in passenger-carrying airplanes with more than two-engines.	B344
Operate into/out of or overfly sensitive international area(s) as identified in B450 in accordance with the authorizations, conditions, and limitations of B050.	B450

Conduct the specified EFVS operations under 14 CFR Part 91, § 91.176, in accordance with the limitations and provisions in C048.	C048
Conduct foreign terminal instrument procedures with special restrictions for airplanes.	C058
Conduct airplane SA CAT I instrument approach and landing operations.	C059
Conduct CAT II, or CAT II and CAT III instrument approach and landing operations in accordance with operations specification C060.	C060
Use flight control guidance systems for airplane automatic landing operations other than Categories II and III.	C061
Use manually flown flight control guidance systems certified for airplane landing operations.	C062
Use powerplant reversing systems for rearward taxi in specific airplane operations.	C065
Conduct airplane operations into certain airports.	C067
Conduct engine-out departure procedures with approved 10-minute takeoff thrust time limits.	C072
Conduct airplane contact approaches using IFR Category I landing minimums.	C076
Conduct the special instrument approach procedure (IAP), departure procedure, Standard Terminal Arrival (STAR) and RNAV Visual Flight Procedure (RVFP) operations specified in OpSpec C081.	C081
Conduct RNAV operations substituting for 14 CFR Part 97 instrument approaches.	C085
Conduct operations using an airplane design group VI airplane (ICAO Group F).	C091
Conduct "RNP-like" foreign RNAV terminal instrument procedures with Required Navigation Performance (RNP) lines of minima.	C358
Conduct RNP AR approaches in accordance with 14 CFR Part 97 and operations specification C384.	C384
Conduct 14 CFR Part 121 terminal instrument approach operations with obstacle assessments.	C390
Use a reliability program for the entire aircraft.	D074
Use a reliability program for airframe, powerplant, systems, or selected items.	D075
Use contractual maintenance for the entire aircraft.	D077
Use the provisions of contractual agreements limited to specific maintenance functions.	D078
Use leased maintenance program authorization: U.S.-registered aircraft.	D080
Participate in a parts pool agreement.	D081
Use specific aircraft for which prorated times have been established.	D082
Use an Extended-Range Operation (ER-OPS) aircraft maintenance program.	D086
Use a maintenance program for leased foreign-registered aircraft.	D087
Use maintenance time limitations for operators with a partial reliability program.	D088
Use coordinating agencies for suppliers evaluation (CASE).	D090
Suspend its liability insurance for specific aircraft in long-term storage or maintenance.	D106

Use the CAEVL program as a means of qualifying a vendor for services, parts, and materials to satisfy the requirements of 14 CFR Section 121.373.	D300
Conduct operations using aircraft subject to a manufacturer's recommended Aircraft Network Security Program.	D301
Use deviation authority to extend maintenance time limitations for certain aircraft when conducting military charter operations carrying only military personnel.	D500

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

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

A005 . Exemptions and Deviations

HQ Control: 02/11/2005
HQ Revision: 020

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

b. Exemptions.

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

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

c. Deviations.

Deviation Authority	Deviation From	Description	Conditions and Limitations
121.434(h)(5)(i)	121.434(g)	Authorizes a deviation from the line operating flight time requirements for consolidation of knowledge and skills when a newly certificated certificate holder does not employ any pilots who meet the minimum requirements of 121.434 (g).	Refer to the non-standard text for conditions and limitations.

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

Deviation from 14 CFR Section 121.434(g)
The Air Transportation Division approves a deviation from § 121.434(g) for Breeze Aviation Group, Inc. with the following conditions and limitations:

1. Embraer ERJ-190-200 airplane pilot in command and second in command must each acquire at least 100 hours of line operating flight time for consolidation of knowledge and skills within 120 days after the satisfactory completion of the Breeze Aviation Group, Inc. § 121.441 proficiency check.

2. If the required 100 hours of line operating flight time are not completed within 120 days, Breeze Aviation Group, Inc. may extend the 120 day period to no more than 150 days if:
a. The pilot continues to meet all other applicable requirements of 14 CFR part 121 subpart O; and
b. On or before the 120th day the pilot satisfactorily completes refresher training conducted

by an appropriately qualified instructor or check pilot as provided in the Breeze Aviation Group, Inc. approved training program, or a check pilot determines that the pilot has retained an adequate level of proficiency after observing that pilot in a supervised line operating flight.

3. If the required 100 hours of line operating flight time are not completed within 150 days, Breeze Aviation Group, Inc. may extend the 150 day period to no more than 180 days if:
a. The pilot continues to meet all other applicable requirements of 14 CFR part 121 subpart O; and
b. After the 120th day, but on or before the 150th day, the pilot satisfactorily completes refresher training conducted by an appropriately qualified instructor or check pilot as provided in the Breeze Aviation Group, Inc. approved training program, or a check pilot determines that the pilot has retained an adequate level of proficiency after observing that pilot in a supervised line operating flight.

4. If, before completing the required 100 hours of line operating flight time, a pilot serves as a pilot in another airplane type operated by Breeze Aviation Group, Inc., the pilot may not serve as a pilot in the Embraer ERJ-190-200 unless the pilot satisfactorily completes refresher training as provided in the Breeze Aviation Group, Inc. approved training program and that training is conducted by an appropriately qualified instructor or check pilot.

5. If the required 100 hours of line operating flight time are not completed within 180 days, the pilot must complete requalification training as provided in the Breeze Aviation Group, Inc. approved training program and a § 121.441 proficiency check. The pilot's flight time for consolidation of knowledge and skills will be reset to zero and the process as described above will begin again.

6. This deviation applies only to pilots hired on or before the date that Breeze Aviation Group, Inc. begins part 121 operations.

7. This deviation is effective on the date Breeze Aviation Group, Inc. begins part 121 operations and expires 180 days after that date, unless rescinded sooner.

"Approval provided by the Air Transportation Division" on MEMO dated March 3, 2021.

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

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

A006 . Management Personnel

HQ Control: 02/10/1998
HQ Revision: 02b

The certificate holder is authorized the following management positions:

a. The certificate holder uses the following named personnel in the 14 CFR Part 121 management positions listed below.

Part 119 Position Title	Name	Company Equivalent Position Title
Chief Pilot, Part 121	McKinnon, Malcolm John	VP, Chief Pilot
Chief Inspector	Nogueira, Marco Antonio	Director of Quality/Chief Inspector
Dir. of Operations, Part 121	Owens, Christopher Robert	Vice President, Flight Operations, IOCC
Dir. of Maintenance, Part 121	Rumzi, Billy A	Director of Maintenance
Director of Safety	Smith, Gabrielle Berman	Vice President, Safety, Security, Environmental

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

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

A007 . Other Designated Persons **HQ Control: 12/19/2006**
HQ Revision: 020

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

Smith, Gabrielle Berman
23 Old King Hwy
Ground Floor
Darien, Connecticut 06820
United States

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

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

Title	Name	Parts Authorized
Director of Quality/Chief Inspector	Nogueira, Marco Antonio	A,D,E
Vice President, Flight Operations, IOCC	Owens, Christopher Robert	A,B,C,D,E,S
Vice President, Safety, Security, Environmental	Smith, Gabrielle Berman	A,B,C,S
VP, Chief Pilot	McKinnon, Malcolm John	A,B,C
Director of Maintenance	Rumzi, Billy A	D,E

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

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

Name	Email Address	Telephone No.	Type of Information to Receive
Christopher R. Owens	chris.owens@flybreeze.com	640-339-4771	Both OPS/AW
Gabrielle Berman Smith	gabrielle.berman-smith@flybreeze.com	415-215-3597	Both OPS/AW
Malcolm John McKinnon	joh.mckinnon@flybreeze.com	801-554-8048	Both OPS/AW
Marco Antonio Nogueira	marco.nogueira@flybreeze.com	646-996-5615	Both OPS/AW
Billy A Rumzi	billy.rumzi@flybreeze.com	646-996-0984	Both OPS/AW
Chris Chiu	chris.chiu@flybreeze.com	646-734-3901	Both OPS/AW

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

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

A008 . Operational Control

HQ Control: 04/28/1998
HQ Revision: 01d

a. The system described or referenced in this paragraph is used by the certificate holder to provide operational control of flight operations.

(1) Breeze Airways maintains operational control of all aircraft flight movements through IOCC located at Hangar 1, 2035 Smithtown Avenue, Ronkonkoma, NY 11779.

All aircraft movements are controlled by the issuance of a dispatch release or amendment thereof. Breeze Airways' dispatch procedures are contained in the Integrated Operations Control Manual (IOCM) and the General Operations Manual, to include:

Methods and procedures for initiating, diverting, and termination flights;
Persons or duty positions authorized to, and responsible for, exercise of operational control;
Facilities and locations of facilities used by the operator in the exercise of operational control;
Communication systems and procedures used by the operator;
Special coordination methods and/or procedures used by the operator to assure the aircraft is Airworthy; and
Emergency notification procedures (Emergency Response Manual -- ERM)

Approved Flight Planning System:
NavBlue N-FP

Flight Locating Systems:
NavBlue N-Tracking - Aircraft Situational Display
AIRINC network VHF radio communications
All Breeze aircraft are equipped with Aircraft Communications and Reporting System (ACARS)

Maintenance Operations Control (MOC) technical expertise provides surveillance and analysis of maintenance actions to ensure that proper, timely, and appropriate action has been taken to resolve mechanical discrepancies and prevent repetitive problems. The responsibilities of MOC are contained in the General Maintenance Manual.

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

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

A009 . Airport Aeronautical Data **HQ Control: 04/29/1998**
HQ Revision: 01b

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

(1) Airport Aeronautical Charting Information is provided by the Jeppesen publication system, which includes approach charts, en route charts, arrival and departure procedures, and airport diagrams.

A. Airport and obstacle data and surveillance is provided by Aerodata, which includes monitoring changes in airport data.
B. Aircraft performance data is provided by Aerodata
C. Analysis computation is provided by Aerodata.
D. Data and analysis results are delivered by Aerodata
E. Special airport qualification pictorials in compliance with FAR 121.445 are provided through Jeppesen
F. Pilots access aeronautical information using iPads and Dispatchers access aeronautical information through desktop computers.
G. NOTAM information is obtained through the National Weather Service, or a source approved by the Nation Weather Service, and is provided to crews as part of every weather package.

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

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

A010 . Aviation Weather Information **HQ Control: 03/12/2013**
HQ Revision: 040

a. The certificate holder conducting 14 CFR Part 121 operations shall use the sources of aviation weather information described in this operations specification.

b. In accordance with § 121.101, a certificate holder conducting domestic or flag operations is authorized to use the following sources of aviation weather information:

(1) For operations within the 48 contiguous United States and the District of Columbia, use weather reports and forecasts prepared by the U.S. National Weather Service or a source approved by the U.S. National Weather Service, in accordance with § 121.101(b)(1).

(2) Except as provided in subparagraph b(3) or d of this operations specification, for operations outside the 48 contiguous United States and the District of Columbia, the Administrator approves the certificate holder to use the following source(s) of weather reports in accordance with § 121.101(b)(2).

(3) The certificate holder is approved to use the Adverse Weather Phenomena Reporting and Forecast System(s) referenced in Table 1 below. If the certificate holder is approved to use an Enhanced Weather Information System (EWINS) in Table 2 of this operations specification, select "See Table 2" in the first column of Table 1 below.

Table 1 - Adverse Weather Phenomena Reporting and Forecast System

Name of Weather Source	Name of Manual Containing The Adverse Weather Phenomena Reporting and Forecast System	Date of Initial Approval of The Adverse Weather Phenomena Reporting and Forecast System	Date of Latest Revision of The Adverse Weather Phenomena Reporting and Forecast System
National Weather Service	Integrated Operations Control Manual (IOCM)	12/23/2020	12/23/2020

(4) In accordance with § 121.101(c): When using forecasts to control domestic and flag flight movements, the certificate holder will use weather forecasts prepared from the weather reports provided by a source listed in subparagraph b(1), b(2) or b(3) of this operations specification.

c. In accordance with § 121.119, a certificate holder conducting supplemental operations may use the following sources of aviation weather information:

(1) Within the United States, use weather reports prepared and released by the U.S. National Weather Service or a source approved by the Weather Bureau in accordance with § 121.119(a). For the purpose of this operations specification, the "Weather Bureau" is represented by the U.S. National Weather Service.

(2) Except as provided in subparagraph d of this operations specification, outside of the United States, or at U.S Military Airports, where U.S. National Weather Service issued or approved reports are not available, the Administrator approves the certificate holder to use the following source(s) of

weather reports in accordance with § 121.119(a).

(3) In accordance with § 121.119(b): When using forecasts to control supplemental flight movements, the certificate holder will use weather forecasts prepared from the weather reports provided by a source listed in subparagraphs c(1) or c(2) of this operations specification.

d. The certificate holder is approved to use an EWINS to obtain and disseminate aviation weather information for the control of flight operations. If EWINS is not authorized, select N/A in the first column of Table 2 below.

Table 2 - EWINS

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

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

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

A011 . Approved Carry-On Baggage Program

HQ Control: 06/11/2020
HQ Revision: 030

a. The certificate holder is authorized to use the approved carry-on baggage program required by 14 CFR Section 121.589 described or referenced in this paragraph.

Breeze Airways will control the carriage and stowage of carry-on baggage in the guest compartment of aircraft through the policies and procedures outlined in Breeze Airways' approved Carry-On Baggage Program (COB) manual, as revised.

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

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

A014 . Special En Route IFR Operations in Class G Airspace **HQ Control: 09/20/1999**
HQ Revision: 040

The certificate holder is authorized to conduct en route IFR operations in Class G airspace provided the following provisions are met:

a. All such IFR operations are conducted within the areas of Class G airspace specifically authorized for IFR flight in operations specification paragraph B050 of these operations specifications.

b. All such operations are conducted in accordance with the limitations and provisions of operations specification paragraph B032 of these operations specifications.

c. The facilities and services necessary to safely conduct IFR operations in Class G airspace are available and operational during the period of operation in Class G airspace.

d. Except as provided in operations specification paragraph B051 of these operations specifications, all Title 14 CFR Part 135 turbojet and all 14 CFR Part 121 en route operations in Class G airspace are conducted under instrument flight rules.

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

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

A022 . Approved Exit Seat Program

HQ Control: 05/08/1998
HQ Revision: 01c

a. The certificate holder is authorized to use the approved exit seat program as described or referenced in this paragraph.

(1) Breeze Airways will use the policies and procedures contained in its approved Exit Seating Program (ESP) manual to determine and ensure a guest's suitability to sit in the exit row in order to maximize the potential for success during an emergency evacuation in the event of an emergency. Guests seated in an exit row must meet certain specific criteria in order to ensure guest safety in an emergency situation.

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

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

A023 . Authorization to Use an Approved Procedure for Determining Operations During Ground Icing Conditions

HQ Control: 02/10/1998

HQ Revision: 02b

The certificate holder is authorized to use the following approved procedure, as applicable, to determine operations during ground icing conditions as described below.

a. Approved ground deicing/anti-icing program.

(1) The certificate holder is authorized to use the following approved ground deicing/anti-icing program described or referenced in this paragraph.

Procedures are found in the Breeze Airways Ground Deice/Anti-Icing Program (GDAP) Manual.

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

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

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

HQ Control: 06/22/2016
HQ Revision: 030

a. The certificate holder is authorized to use the Electronic Signatures, Electronic Recordkeeping Systems, or Electronic Manual System listed in this operations specification.

b. The certificate holder is authorized to use an electronic signature to attest to, certify, endorse or otherwise authenticate, the items listed in Table 1.

Table 1 – Electronic Signatures

Kind of Electronic Signature	Electronic Signature Process Revision Number and Date	Manual Containing Electronic Signature Process
Aircraft Dispatcher's Signature on a Dispatch Release (§121.663)	Rev. 0	IOCM
Flightcrew Member's Signature Affirming Fitness for Duty (§117.5(d))	Rev. 0 Rev. 0	GOM IOCM
Pilot-in-Command's Signature on a Dispatch Release (§121.663)	Rev. 0 Rev. 0	GOM IOCM
Pilot-in-Command's Signature on a Flight Release (§121.597)	Rev. 0 Rev. 0	GOM IOCM
Signature on Electronic Records Authorized in Tables 2 or 3		
Signature of Authorized Certificated Mechanic or Repairman on an Airworthiness Release or Aircraft Log Entry (§121.709)	Rev. 0	GMM Chapter 7
Signatures Required on Aircraft Maintenance Records (§121.380)	Rev. 0	GMM Chapter 7

c. The certificate holder is authorized to use the approved electronic recordkeeping system(s) to maintain the crewmember and dispatcher records listed in Table 2, in accordance with the requirements of 14 CFR Part 121, § 121.683.

Table 2 – Approved Electronic Recordkeeping System(s) for Crewmember and Dispatcher Records

Kind of Record	Name of Electronic System	Software Version Number	Manual Containing the Electronic Recordkeeping System Description
Pilot Training Records	MINT	13.5.0.690	FCTM Chapter 9
Flight Attendant Training Records	MINT	13.5.0.690	FATM Chapter 2
Dispatcher Training Records	MINT	13.5.0.690	IOCM Chapter 25
Instructor/Check Pilot Training Records	MINT	13.5.0.690	FCTM Chapter 9
Dispatcher	MINT	13.5.0.690	IOCM Chapter 25

Kind of Record Instructor/Competency Check Dispatcher	Name of Electronic System	Software Version Number	Manual Containing the Electronic Recordkeeping System Description
Flight/Duty Rest	Navblue Ops and Crew	20.10.4	IOCM Chapter 17
Consolidation of Knowledge and Skills	MINT	13.5.0.690	FCTM Chapter 9
Recent Experience-Landing Currency	MINT	13.5.0.690	FCTM Chapter 9
Airman and Medical Certificate	MINT	13.5.0.690	FCTM Chapter 9
Technical Operations Training Records	MINT	13.5.0.690	GMM Chapter 4

d. The certificate holder is authorized to use the electronic recordkeeping system(s) listed in Table 3 to maintain records and make them available, in accordance with the Part 121 recording and recordkeeping requirements.

Table 3 – Electronic Recordkeeping System(s)

Kind of Record	Name of Electronic System	Software Version Number	Manual Containing the Electronic Recordkeeping System Description
Technical Operations Maintenance Information System (MIS)	TRAX eMRO	5	GMM Chapter 7

e. The certificate holder is authorized to use the electronic manual system described in the master manual listed in Table 4 to maintain, distribute and otherwise make available, the certificate holder's manuals in accordance with the requirements of Part 121. Changes to the electronic manual system require a revision to the master manual which must be recorded in Table 4.

Table 4 – Electronic Manual System

Master Manual Containing the Electronic Manual System Description and List of Electronic Manuals	Date of Latest Revision and Revision Number
Airline Administrative Guide (AAG)	02/15/2021 Rev. 0

f. The certificate holder is approved to provide electronic access to the Minimum Equipment List(s) (MEL(s)) for the airplane(s) listed in Table 5.

Table 5 – Electronic Access to Minimum Equipment List(s)

MEL by Airplane M/M or M/M/S as Specified by MEL
ERJ-190-200 IGW

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

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

A030 . Supplemental Operations by a Certificate Holder Authorized to Conduct Domestic or Flag Operations.

HQ Control: 12/03/2013
HQ Revision: 040

a. The certificate holder is authorized to conduct supplemental operations within the areas of en route operations specified in paragraph B050 of these operations specifications.

b. The certificate holder may conduct supplemental operations between the regular, provisional and refueling airports listed in paragraph C070 of these operations specifications in accordance with the regulations applicable to domestic operations or flag operations as appropriate to the kind of operation being conducted.

c. The certificate holder may also conduct supplemental operations between the airports listed in paragraph C070 of these operations specifications in accordance with the regulations applicable to supplemental operations.

d. When conducting Part 121 passenger-carrying operations, the certificate holder must comply with the flight and duty requirements of 14 CFR Part 117 for all flights, regardless of whether the kind of operation is domestic, flag or supplemental.

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

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

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
Flight Safety International	4645 Le Bourget Dr.	St. Louis	Missouri	63134	UJFX071K	Initial Qualification, Recurrent Qualification, Re-Qualification 14CFR Part 121.402	ERJ-190-200 IGW	11/9/2020

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

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

A048 . Verification of Personnel for Access to Flightdeck **HQ Control: 07/26/2011**
HQ Revision: 01b

a. The certificate holder is authorized to allow persons eligible under 14 CFR Section 121.547 (a)(3) access to the flightdeck using the Cockpit Access Security System (CASS) program and/or the Flight Standards Flightdeck Access Restriction (FDAR) program in accordance with the limitations and provisions of this operations specification.

b. Description of Policies and Procedures and Approved Program(s). The applicable approved flightdeck access eligibility program(s), i.e., CASS, FDAR, or CASS/FDAR and the location in the certificate holder's manual where the approved applicable policies and procedures are described must be listed in Table 1 of this operations specification.

Table 1 – Approved CASS and/or FDAR Program

Approved CASS and/or FDAR Program	Location in Manual of Applicable Policies and Procedures
CASS	General Operations Manual (GOM) Chapter 5

c. Other Limitations and Provisions.

(1) Granting Access to the Flightdeck. At check-in time, the certificate holder must verify the identity and eligibility of the person requesting access to the flightdeck using the applicable program policies and procedures approved in Table 1 of this operations specification. The person requesting access must provide to the certificate holder their Part 119-certificated employer-issued (in accordance with TSR Part 1544) photo identification card for granting access to the flightdeck.

(2) Audits and Status Changes. The Director of Operations must ensure the following is available to the POI upon request:

(a) Completion of an initial audit to confirm accuracy of employee records used under this operations specification.

(b) One hundred percent audit of the eligible employee database must be completed annually.

(c) Any and all employee status changes of the employee records used in accordance with this authorization must be updated within 12 hours of the time that the change in status occurred.

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

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

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
ERJ-190-200 IGW	Temporary authorization per 8900.1 Volume 4, Chapter 15, Section 1, paragraph 4-1646, Section E.

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

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

A063 . Flightcrew Member Certificate Verification Plan **HQ Control: 12/24/2018**
HQ Revision: 000

a. In accordance with 14 CFR Part 121, § 121.383(c), the certificate holder is authorized to provide temporary verification documents to flightcrew members who have lost, reported stolen, destroyed or are otherwise missing their airman certificate or medical certificate in accordance with the certificate verification plan approved by this operations specification.

b. Applicable Certificates and Method of Issuance. The certificate holder is authorized to provide temporary verification documents using the methods specified in Table 1 below.

Table 1-Applicable Certificates and Method of Issuance

Type of Certificate	Method of Issuance	Remarks/Limitations
Pilot	Electronic	Verification and issuance guidance is contained in General Operations Manual (GOM) 3.25
Medical	Electronic	Verification and issuance guidance is contained in General Operations Manual (GOM) 3.25

c. Description of Policies and Procedures. The certificate verification plan policies and procedures are described in the following certificate holder manual(s):

The certificate verification plan policies and procedures are described in the General Operations Manual (GOM) 3.25

d. Other Limitations and Provisions.

(1) Temporary verification documents must contain all the information available on the original certificate.

(2) Temporary verification documents are valid for no more than 72 hours and must include the date and time of issuance and the date and time of expiration.

(3) The certificate holder may not extend the expiration date and time of the temporary verification documents. The certificate holder may not issue a subsequent temporary verification document to a flightcrew member for the same instance of a lost, stolen, destroyed or otherwise missing airman or medical certificate.

(4) Temporary verification documents are only valid for flights conducted within the United States.

(5) Temporary verification documents are only valid when the flightcrew member is engaged in a flight operation for the certificate holder, including ferry flights and repositioning flights.

(6) Pilot flightcrew members must possess a valid photo identification in accordance with 14 CFR Part 61, § 61.3(a)(2).

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

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

A099 . Large Cabin Aircraft Passenger and Baggage Weight Program

HQ Control: 06/11/2020
HQ Revision: 020

a. The certificate holder is authorized to use actual weights or the following combinations of actual, standard average, or survey-derived average weights as listed in Table 1 for its large cabin aircraft (certificated for 71 or more passenger seats) passenger and baggage weight program:

Table 1 - Selectable Weights – Large Cabin Aircraft (71+ Passenger Seats)

Type of Operation	M/F Ratio	Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
		Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr./Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo
Domestic	50/50 (AC)	CDC/NHANES Standard Average	190/195 lb	N/A	Survey-Derived Average	16 lb	N/A	Survey-Derived Average	30 lb	N/A	Survey-Derived Average	30 lb	N/A	Survey-Derived Average	60 lb	N/A
Supplemental	50/50 (AC)	CDC/NHANES Standard Average	190/195 lb	N/A	Survey-Derived Average	16 lb	N/A	Survey-Derived Average	30 lb	N/A	Survey-Derived Average	30 lb	N/A	Survey-Derived Average	60 lb	N/A

b. Limitations and Provisions.

(1) All reciprocating-engine-powered aircraft must use actual weights.

(2) Actual weights must be used for cargo.

(3) When operating large cabin aircraft, the certificate holder may use any one of the following methods when calculating the aircraft weight and balance:

(a) Actual passenger and bag weights, or

(b) The standard average passenger weights and survey-derived average baggage weights prescribed for large cabin aircraft, or average weights for both passengers and baggage based on an FAA accepted survey, if:

(i) The aircraft was certificated under part 23 normal category, part 25, or part 29 (or is able to prove the aircraft has equivalent part 23 normal category or part 29 performance data), and

(ii) When using the Window-Aisle-Remaining (Zone) Method, the certificate holder curtails the aircraft CG envelope according to a method that is acceptable to the FAA.

(4) Survey-derived average weights must be re-validated every 36 calendar months from the date the survey was completed.

(5) For actual weights listed in Table 1 and/or Table 2, as applicable, the certificate holder must use:

(a) Actual weights of all passengers and bags; or

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

(6) In accordance with the certificate holder's issued operations specification A011:

The certificate holder is authorized a Carry-On Baggage Program for its large cabin aircraft.

(7) If the certificate holder uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and allows carry-on bags onboard the aircraft, the certificate holder must comply with the following criteria:

- a 50/50 male/female ratio for summer/winter passenger weights,
- Survey-derived average weight or actual weight for carry-on/personal items,

- Survey-derived average weight or actual weight for plane-side loaded bags,
- Survey-derived average weight or actual weight for checked bags, and
- Survey-derived average weight or actual weight for heavy bags.

(8) If the certificate holder uses the CDC/NHANES standard average passenger weights listed in Table 1 and/or Table 2, as applicable, and does not allow carry-on bags onboard the aircraft, the certificate holder must comply with the following criteria:

- a 50/50 male/female ratio for summer/winter passenger weights,
- Survey-derived average weight or actual weight for plane-side loaded bags,
- Survey-derived average weight or actual weight for checked bags, and
- Survey-derived average weight or actual weight for heavy bags.

(9) If the certificate holder uses survey-derived average baggage weights, a Heavy Bag Program is required and must meet the following requirements:

(a) A Heavy Bag is baggage weighing greater than 50 pounds but less than 100 pounds. Any baggage that weighs 100 pounds or more must use actual weights.

(b) The certificate holder may account for the weight of heavy bags by either:

(i) An average weight based on the results of a survey of heavy bags; or

(ii) The actual weight of the heavy bag.

c. The certificate holder is authorized to use the area/route-specific weight combinations listed in Table 2 for large cabin aircraft (certificated for 71+ passenger seats).

Table 2 - City Pairs – Large Cabin Aircraft (71+ Passenger Seats)

City Pairs		Passenger Weight	Carry-On/Personal Item Weight	Checked Baggage Weight	Plane-Side Loaded Baggage Weight	Heavy Baggage Weight

City Pairs			Passenger Weight			Carry-On/Personal Item Weight			Checked Baggage Weight			Plane-Side Loaded Baggage Weight			Heavy Baggage Weight		
Dept. City	Arr. City	M/F Ratio	Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo
Dept. City	Arr. City	M/F Ratio	Auth.	S/W Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo	Auth.	Wt.	Exp. Yr/Mo
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

d. The certificate holder is authorized to use the following weights for flightcrew members, crewmembers, authorized persons, and their baggage:

Table 3 - Authorized Weights for Flightcrew Members, Crewmembers, Authorized Persons, and their Baggage

Authorized Weights	Expiration Date
Weight and Balance Program, Section 4	1/1/2024

e. The following loading schedules and instructions must be used for routine operations:

Table 4 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedures
ERJ-190-200 IGW	AeroData	Weight and Balance Program Manual, Section 4	Weight and Balance Program Manual

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

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

A317 . Acceptance of a Fatigue Risk Management Plan **HQ Control: 01/10/2011**
HQ Revision: 000

a. In accordance with the Airline Safety and Federal Aviation Administration (FAA) Extension Act of 2010 (Public Law 111-216), Section 212, each air carrier conducting operations under 14 CFR Part 121 shall submit a Fatigue Risk Management Plan (FRMP) to the Administrator for review and acceptance. The issuance of this operations specification requires AFS-200 approval and signifies the FAA has reviewed the certificate holder's FRMP, determined it meets the requirements prescribed in Public Law 111-216, and it is acceptable to the FAA. The FAA authorizes the use of the FRMP, under the following limitations and conditions outlined in this operations specification.

b. The certificate holder is responsible for developing, maintaining, implementing, and complying with the contents of its FAA-accepted FRMP.

c. Whenever the certificate holder's type of operations change, the certificate holder shall be responsible for updating, and submitting its FRMP for FAA review reflecting its appropriate fatigue management and mitigation strategies based upon the new type of operations. For the purposes of this operations specification, types of operations include, but are not limited to, multiple segments, continuous duty overnights, night vs. day operations, cargo vs. passenger operations, and short-haul vs. long-haul operations, etc.

d. The duration of this FRMP shall not exceed 24-calendar months from the date of issuance and will expire on: 10/08/2022.

e. The certificate holder shall be responsible for updating and submitting a draft FRMP to the FAA for review and acceptance at least once every 24-calendar months.

f. The certificate holder shall develop and maintain a system for keeping its FRMP current. The certificate holder shall develop and maintain a system for revising its FRMP as a result of any amendment to a document that supports its FRMP and references that policy or procedure in its FRMP.

g. The certificate holder shall be responsible for amending and updating its FRMP whenever the Administrator determines such amendments are necessary. Upon completion of such amendments, the certificate holder shall submit its updated FRMP to the FAA for review and acceptance as soon as possible.

h. A current copy of the certificate holder's FRMP must be made available to each of its flightcrew members, schedulers, dispatchers, persons holding operational control, and senior level management personnel.

i. The certificate holder shall comply with the flight time and duty period limitations outlined in its FRMP.

FRMP Chapter 2

j. The certificate holder shall comply with the rest scheme outlined in its FRMP.

FRMP Chapter 2

k. The certificate holder shall comply with its FRMP fatigue reporting policies and procedures for providing its flightcrew members a means to report fatigue occurrences.

FRMP Chapter 2

l. The training requirements outlined in the certificate holder's FRMP must be incorporated into its operator-specific ground training curriculum. The frequency of this training shall be every twelve (12) calendar months, unless otherwise required by the certificate holder's operations specifications. At a minimum, the Fatigue Education and Awareness Training program must include the following:

(1) Review of FAA flight, duty and rest regulatory requirements.

(2) Awareness of the FRMP program itself, including fatigue related policies and procedures, and the responsibilities of management and employees to mitigate or manage the effects of fatigue and improve flightcrew member flight deck alertness.

(3) The basics of fatigue, including sleep fundamentals and circadian rhythms.

(4) The causes and awareness of fatigue.

(5) The effects of operating through multiple time zones.

(6) The effects of fatigue relative to pilot performance.

(7) Fatigue countermeasures, prevention, and mitigation.

(8) The influence of lifestyle, including nutrition, exercise, and family life, on fatigue.

(9) Familiarity with sleep disorders.

(10) The effects of fatigue as a result of commuting.

(11) Pilot responsibility for ensuring adequate rest and fitness for duty.

(12) Operational procedures to follow when one identifies, or suspects, fatigue risk in oneself or others.

(13) Incorporate lessons learned regarding the effects of fatigue and mitigation initiatives relative to the certificate holder's operations.

m. The certificate holder must use a methodology that continually assesses the effectiveness of the training program.

n. The certificate holder shall comply with its FRMP fatigue incident reporting process.

FRMP Chapter 2

o. The certificate holder shall comply with its system for monitoring flightcrew member fatigue.

FRMP Chapter 2

p. The certificate holder shall comply with its systematic process for evaluating the effectiveness of its FRMP.

FRMP Chapter 2

q. The certificate holder shall appropriately act upon relevant data collected from flightcrew member fatigue reports to shape its FRMP policies and procedures, and use the data to evaluate the effectiveness of its FRMP.

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

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

A319 . Part 117 Fatigue Education and Awareness Training Program Update and Approval

HQ Control: 01/20/2015
HQ Revision: 000

a. In accordance with Title 14 Code of Federal Regulations (14 CFR) Part 117, each Part 121 certificate holder conducting passenger-carrying operations, and any Part 121 certificate holder that applies the limits of Part 117 to its all-cargo operations must have an FAA-approved fatigue education and awareness training (FEAT) program.

b. The issuance of this operations specification requires AFS-200 approval. Issuance of this operations specification signifies FAA approval of the certificate holder's fatigue education and awareness training program, as prescribed in § 117.9(a).

c. The following elements must be included into the certificate holder's FEAT program:

(1) Review of FAA flight, duty and rest regulatory requirements.
(2) Awareness of the FRMP program itself, including fatigue related policies and procedures, and the responsibilities of management and employees to mitigate or manage the effects of fatigue and improve flightcrew member flight deck alertness.
(3) The basics of fatigue, including sleep fundamentals and circadian rhythms.
(4) The causes and awareness of fatigue.
(5) The effects of operating through multiple time zones.
(6) The effects of fatigue relative to pilot performance.
(7) Fatigue countermeasures, prevention, and mitigation.
(8) The influence of lifestyle, including nutrition, exercise, and family life, on fatigue.
(9) Familiarity with sleep disorders.
(10) The effects of fatigue as a result of commuting.
(11) Pilot responsibility for ensuring adequate rest and fitness for duty.
(12) Operational procedures to follow when one identifies, or suspects, fatigue risk in oneself or others.
(13) Incorporate lessons learned regarding the effects of fatigue and fatigue mitigation initiatives relative to the certificate holder's operations.

Table 1-Current Revision

Revision No.	Date of Approval
Zero (0)	10/08/2020

d. The certificate holder is authorized to conduct training in accordance with its FAA-approved FEAT program based upon the current revision number and date listed in Table 1 above, and under the following conditions and limitations:

(1) The certificate holder's FAA-approved FEAT program must be updated at least once every 24 calendar months, as prescribed in § 117.9(c)(1). The certificate holder must update its training program update no later than: 10/8/2022.

(2) The certificate holder must provide fatigue education and awareness training in accordance with its FAA-approved FEAT program to all of its covered employees every 12 calendar months.

(3) Covered employees are considered employees of the certificate holder responsible for administering the provisions of Part 117 including flightcrew members, dispatchers, individuals directly involved in the scheduling of flightcrew members, individuals directly involved in operational control, and any employee providing direct management oversight of those areas.

(4) The certificate holder must retain training records for each employee required to complete the certificate holder's FEAT program. Each training record must be retained for a minimum of 12 calendar months.

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

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

A447 . Emergency Airworthiness Directive (AD) Notification **HQ Control: 09/29/2016**
HQ Revision: 010

a. For each aircraft identified in paragraph D085 of these operations specifications, the certificate holder is primarily responsible for maintaining that aircraft in an airworthy condition, as required by 14 CFR Part 91, § 91.403(a). Operations specification A447 establishes the certificate holder's emergency Airworthiness Directive (AD) notification and receipt requirements for transport category aircraft..

b. The FAA Aircraft Certification Service (AIR) distributes emergency ADs that affect transport category aircraft by email. The following person/organization is designated as the certificate holder's AD Notification Representative for notice of emergency ADs:

Table 1 - Designated Person/Organization for Emergency AD Notification

Person/Organization Name	Phone Number (24-hour when possible)	Emergency AD Email Address
Marco A. Nogueira	646-996-5615	marco.nogueira@flybreeze.com

c. The certificate holder will confirm receipt of an emergency AD by replying to the email message.

d. To maintain the currency of this operations specification, if any of the information contained in Table 1 above changes, the certificate holder must amend the operations specification in accordance with 14 CFR Part 119, § 119.51(c).

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

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

A449 . Antidrug and Alcohol Misuse Prevention Program **HQ Control: 07/17/2009**
HQ Revision: 00a

a. The certificate holder who operates under Title 14 Code of Federal Regulations (CFR) Part 121 certifies that it will comply with the requirements of 14 CFR Part 120 and 49 CFR Part 40 for its Antidrug and Alcohol Misuse Prevention Program.

b. Antidrug and Alcohol Misuse Prevention Program records are maintained and available for inspection by the FAA's Drug Abatement Compliance and Enforcement Inspectors at the location listed in Table 1 below:

Table 1

	Location of Antidrug and Alcohol Misuse Prevention Program Records:	Telephone Number:
Address:	**23 Old Kings Hwy South**	**843-4273393**
Address:		
City:	**Darien**	
State:	**CT**	
Zip code:	**06820**	

c. Limitations and Provisions.

(1) Antidrug and Alcohol Misuse Prevention Program inspections and enforcement activity will be conducted exclusively by the Drug Abatement Division. All questions regarding this program should be directed to the Drug Abatement Division.

(2) The certificate holder must implement its Antidrug and Alcohol Misuse Prevention Programs fully in accordance with 14 CFR Part 120 and 49 CFR Part 40.

(3) The certificate holder is responsible for ensuring that its contractors who perform safety-sensitive work for the certificate holder are subject to Antidrug and Alcohol Misuse Prevention Programs.

(4) The certificate holder is responsible for updating this operations specification when any changes occur in the location or phone number where the Antidrug and Alcohol Misuse Prevention Records are kept (as listed in Table 1 above).

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

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

B029 . Driftdown or Fuel Dumping for CFR Terrain Clearance Requirements

HQ Control: 12/10/2003
HQ Revision: 000

a. The system described or referenced in this paragraph is used by the certificate holder for its approved driftdown or fuel dumping procedures, limitations, and data that are used to demonstrate compliance with CFR terrain clearance requirements.

Driftdown procedures are found in the Breeze Airways CFM Chapter 5 and the QRH Performance Data (PD) Section.

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

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

B031 . Areas of En Route Operation **HQ Control: 02/01/2000**
HQ Revision: 01d

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

a. The certificate holder is authorized to conduct en route operations in accordance with the provisions of these operations specifications.

b. The certificate holder is authorized to conduct Class I navigation. When conducting IFR Class I navigation, the certificate holder is authorized to conduct these operations in accordance with the following additional provisions:

(1) Operate IFR flights over routing predicated on ATC radar vectoring services, within controlled airspace.

(2) Operate IFR flights (including flights to alternate or diversionary airports) within controlled airspace over off-airway routings which are predicated on airways navigation facilities, provided the following conditions are met:

(a) These off-airway routings lie within the operational service volume of the facilities used and such off-airway operation is authorized by the appropriate ATC facility.

(b) The operation is conducted in accordance with the route width and MEA criteria prescribed for or applied to the certificate holder by the appropriate ICAO contracting state.

(c) The required airborne and ground-based navigation facilities are available and operational and enable navigation performance to meet the degree of accuracy required for air traffic control over the route of flight specified in the ATC clearance.

(3) Operate IFR flights including flights to alternate or diversionary airports in Class G Airspace in accordance with the provisions of paragraphs A014, C064, and/or C080 of these operations specifications, if issued.

c. Deviations from routings specified in this paragraph are authorized when necessary due to inflight emergencies or to avoid potentially hazardous meteorological conditions.

d. For operations within Class A Airspace, the certificate holder is authorized to conduct Class I navigation under positive radar control with the area navigation or long-range navigation systems specified in paragraph B035 of these operations specifications, if that paragraph is issued.

e. The certificate holder is authorized to conduct Class I navigation, including en route IFR operations outside positive radar control, with the area navigation systems specified in paragraph B034 of these operations specifications, if that paragraph is issued.

f. The certificate holder is authorized to conduct Class II navigation in accordance with paragraphs

B032 and B036 of these operations specifications, if those paragraphs are issued.

g. The certificate holder is authorized to use approved GPS navigation equipment as a supplement to ICAO standard navigation equipment while conducting Class I navigation.

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

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

B032 . En Route Limitations and Provisions **HQ Control: 03/24/2009**
HQ Revision: 020

a. The certificate holder shall comply with the following IFR en route limitations and provisions when conducting any en route operation under these operations specifications. Unless otherwise authorized by these operations specifications, the certificate holder shall not conduct IFR operations outside controlled airspace.

b. When conducting Class I navigation:

(1) An aircraft's position shall be "reliably fixed" as necessary to navigate to the degree of accuracy required for ATC.

(2) With the exception of b(3) and b(5) below, the airways used and the off-airway routing predicated on airways navigation facilities shall lie within the operational service volume of the facilities defining the airways or off-airway routing.

(3) Operations over routes with a minimum en route altitude (MEA) gap (or International Civil Aviation Organization (ICAO) equivalent) are an exception to the operational service volume requirement.

(4) With the exception of b(5) below, the facilities which define an airway, or an off-airway routing predicated on airways navigation facilities, shall be used as the primary navigation reference.

(5) An area navigation system may be used if the aircraft’s position can be "reliably fixed" at least once each hour using airway navigation facilities to the degree of accuracy required for ATC. This system must be certificated for use in IFR flight for the conduct of Class I navigation over the routes being flown and authorized in accordance with paragraph B034.

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

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

B034 . IFR Class I Terminal and En Route Navigation Using Area Navigation Systems **HQ Control: 12/04/2010**
HQ Revision: 050

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
ERJ-190-200 IGW	Honeywell	Primus Epic FMS	B-RNAV/RNAV 5 (+/-5NM), and P-RNAV (+/-1NM)	Per the 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. The Certificate Holder applies for the Operations in this paragraph.
2. These Operations Specifications are approved by direction of the Administrator.

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

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 #			
ERJ-190-200 IGW	Honeywell	Primus Epic FMS	Epic Load Software 25.8 or 27.3	RNAV 2	N/A	N/A

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 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. 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 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.

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

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

B046 . Operations in Reduced Vertical Separation Minimum (RVSM) Airspace

HQ Control: 08/17/2016
HQ Revision: 01a

a. The certificate holder is authorized to conduct operations within airspace designated as Reduced Vertical Separation Minimum (RVSM) airspace in accordance with the limitations and provisions of this paragraph. The certificate holder must not conduct any other operations in RVSM airspace under these operations specifications.

b. Required Altitude-Keeping equipment. The certificate holder must not takeoff an airplane for flight within airspace where RVSM is applied unless the Administrator has approved the following aircraft systems for RVSM operations and they are available, operational and properly maintained:

(1) Two independent altitude measurement systems comprised of the following elements:

(a) Cross-coupled static source system provided with ice protection, if located on the aircraft in areas subject to ice accretion;

(b) Equipment for measuring static pressure sensed by the static source, converting it to pressure altitude and displaying pressure altitude to the flightcrew;

(c) Equipment for providing a digitally-coded signal corresponding to the displayed pressure altitude for automatic altitude reporting purposes;

(d) Static source error correction (SSEC), if required to meet RVSM altimetry system error (ASE) requirements; and

(e) Equipment to provide reference signals for automatic altitude control and alerting systems.

(2) One Secondary Surveillance Radar (SSR) altitude reporting transponder.

(3) One altitude alert system.

(4) One automatic altitude control system capable of automatically controlling the aircraft to a referenced pressure altitude.

c. Required Pilot Training. Except when under the supervision of an appropriately trained check airman, the flightcrew must have completed an approved training program on RVSM operating practices and procedures.

d. Authorized Airplanes. The certificate holder is authorized to conduct operations in designated RVSM Airspace with the airplanes listed in paragraph D092 of these operations specifications.

e. Deviation to RVSM Requirements. The Administrator may authorize an operator to deviate from RVSM requirements for a specific individual flight in RVSM airspace if:

(1) The operator submits an appropriate request with the air traffic control center (ATCC) controlling the airspace in advance of the operation.

(2) At the time of filing the flight plan for the flight, air traffic control (ATC) determines that the aircraft may be provided appropriate separation and the flight will not interfere with, or impose a burden on, other operators.

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

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

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#
Gulf of Mexico	B031, B032, B034, B035, B046	
USA - The 48 contiguous United States and the District of Columbia	B031, B032, B034, B035, 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
N/A	N/A

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

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

C050 . Special Pilot-in-Command Qualification Airports **HQ Control: 10/16/2003**
HQ Revision: 000

a. The certificate holder is authorized to conduct IFR operations into special airports requiring special qualification by the pilot-in-command in accordance with the provisions and limitations of this operations specification and 14 CFR Section 121.445.

b. The certificate holder may not use any person, nor may any person serve, as pilot-in-command to or from an airport determined to require special airport qualifications, as indicated in the FAA's list of special qualification airports associated with this paragraph, unless:

(1) The pilot-in-command or second-in-command has made an entry to that airport using an aircraft or level D simulator or better, including takeoff and landing, while serving as a pilot flight crewmember within the preceding 12 calendar months, or
(2) The pilot-in-command has qualified by using a pictorial means acceptable to the Administrator for that airport.

c. The restrictions of subparagraph b of this operations specification do not apply when an entry (including a takeoff or a landing) to that airport is being made if the ceiling at that airport is at least 1,000 feet above the lowest MEA or MOCA, or initial approach altitude prescribed for the instrument approach procedure for that airport, and the visibility at that airport is at least 3 miles.

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

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

C051 . Terminal Instrument Procedures **HQ Control: 09/12/2012**
HQ Revision: 02b

a. The certificate holder is authorized to conduct terminal instrument operations using the procedures and minima specified in these operations specifications, provided one of the following conditions is met:

(1) The terminal instrument procedure used is prescribed by these operations specifications.

(2) The terminal instrument procedure used is prescribed by Title 14 Code of Federal Regulations (CFR) Part 97, Standard Instrument Approach Procedures.

(3) At U.S. military airports, the terminal instrument procedure used is prescribed by the U.S. military agency operating the airport.

(4) If authorized foreign airports, the terminal instrument procedure used at the foreign airport is prescribed or approved by the government of an ICAO contracting state. The terminal instrument procedure must be constructed using criteria based on FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS); or ICAO Document 8168-OPS; Procedures for Air Navigation Services-Aircraft Operations (PANS-OPS), Volume II; or Military Instrument Procedures Standardization (MIPS); or other special criteria approved by the headquarters Flight Technologies and Procedures Division (AFS-400). The visibility, RVR, or Converted Meteorological Visibility (CMV) is based on TERPS, EU-OPS 1, Aerodrome Operating Minimums or ICAO Doc 9365, Manual of All Weather Operations, Third Edition.

b. If applicable, Special Limitations, and Provisions for Instrument Approaches at Foreign Airports.

(1) Terminal instrument procedures may be developed and used by the certificate holder for any foreign airport, provided the certificate holder makes a determination that each procedure developed is equivalent to U.S. TERPS, ICAO PANS-OPS, MIPS criteria, or other special criteria approved by the headquarters Flight Technologies and Procedures Division (AFS-400). The visibility, RVR, or CMV is based on TERPS, EU-OPS 1 or ICAO Document 9365. The certificate holder shall submit to the FAA a copy of the terminal instrument procedure with supporting documentation.

(2) At foreign airports, the certificate holder shall not conduct terminal instrument procedures determined by the FAA to be “not authorized for United States air carrier use.” In these cases, the certificate holder may develop and use a terminal instrument procedure provided the certificate holder makes a determination that each procedure developed is equivalent to U.S. TERPS, ICAO PANS-OPS, MIPS criteria, or other special criteria approved by the headquarters Flight Technologies and Procedures Division (AFS-400). The visibility, RVR, or CMV is based on TERPS, EU-OPS 1 or ICAO Document 9365. The certificate holder shall submit to the FAA a copy of the terminal instrument procedure with supporting documentation.

(3) When the minima are specified only in meters, the certificate holder shall use the metric operational equivalents as specified in the RVR Conversion Table (Table 1) or the Meteorological Visibility Conversion Table (Table 2) for both takeoff and landing. Values not shown may be interpolated.

Table 1

RVR Conversion	
Feet	**Meters**
300 ft	75 m
400 ft	125m
500 ft	150 m
600 ft	175 m
700 ft	200 m
1000 ft	300 m
1200 ft	350 m
1400 ft	450 m
1600 ft	500 m
1800 ft	550 m
2000 ft	600 m
2100 ft	650 m
2400 ft	750 m
3000 ft	1000 m
4000 ft	1200 m
4500 ft	1400 m
5000 ft	1500 m
6000 ft	1800 m

Table 2
Meteorological Visibility Conversion

Statute Miles	Meters
1/4 sm	400 m
3/8 sm	600 m
1/2 sm	800 m
5/8 sm	1000 m
3/4 sm	1200 m
7/8 sm	1400 m
1 sm	1600 m
1 1/8 sm	1800 m
1 1/4 sm	2000 m
1 1/2 sm	2400 m
1 3/4 sm	2800 m
2 sm	3200 m
2 1/4 sm	3600 m
2 1/2 sm	4000 m
2 3/4 sm	4400 m
3 sm	4800 m

(4) When operating at foreign airports where the published landing minima are specified in RVR, the RVR may not be available, therefore the meteorological visibility is reported. When the minima are reported in meteorological visibility, the certificate holder shall convert meteorological visibility to RVR by multiplying the reported visibility by the appropriate factor, shown in Table 3. The conversion of reported meteorological visibility to RVR is used only for Category I landing minima, and shall not be used for takeoff minima, CAT II or III minima, or when a reported RVR is available.

Table 3

[RVR = (reported meteorological visibility) X (factor)]

AVAILABLE LIGHTING	DAY	NIGHT
High Intensity approach and runway lighting	1.5	2.0
Any type of lighting installation other than above	1.0	1.5
No lighting	1.0	N/A

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

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

C052 . Straight-in Non-Precision, APV, and Category I Precision Approach and Landing Minima – All Airports

HQ Control: 12/14/2020
HQ Revision: 07d

a. The certificate holder is authorized to conduct operations using the types of IAPs listed in Table 1 below, and shall not conduct operations using any other types.

Table 1 - Authorized Instrument Approach Procedures

Nonprecision Approach Procedures Without Vertical Guidance	Approaches With Vertical Guidance (APV)	Precision Approach Procedures (ILS, GLS)
GPS	LDA with glideslope	ILS
LDA	RNAV (GNSS)	ILS/DME
LDA/DME	RNAV (GPS)	
LOC		
LOC/DME		
VOR		
VOR/DME		
VOR/DME/LOC		
RNAV (GPS)		
RNAV (GNSS)		
VOR/DME RNAV		

Note: Approval for RNAV (GPS) approaches may be extended to include approval for "RNAV (GNSS)" and/or "RNP" titled approaches in foreign States. Certificate holder should consult applicable foreign Aeronautical Information Publications (AIP) and ensure navigation equipment equivalency. This approval does not extend to RNP approaches with authorization required (RNP AR).

b. Conditions and Limitations.

(1) Unless otherwise authorized by these operations specifications, the certificate holder shall not use any IFR IAP at any U.S. civil, military, or joint-use airport unless:

(a) It is promulgated under 14 CFR Part 97, or

(b) The procedure has been constructed using FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS), or other special criteria approved by the headquarters Flight Technologies and Procedures Division (AFS-400), or

(c) The procedure has been prescribed by the U.S. military agency operating the U.S. military airport.

(2) Runway Visual Range: TDZ RVR reports, when available for a particular runway, are controlling for all approaches to and landings on that runway.

(a) The mid RVR and rollout RVR reports (if available) provide advisory information to pilots.

(b) Visibility values below ½ statute mile are not authorized and shall not be used.

(c) The mid RVR report may be substituted for the TDZ RVR report if the TDZ RVR report is not available.

(3) The certificate holder may not use DA(H) in lieu of MDA(H) unless paragraph C073 is authorized.

(4) Unless otherwise authorized by these operations specifications, the certificate holder may not conduct any RNP authorization required (RNP AR) operations.

(5) Approach Procedures Using GPS or GPS Wide Area Augmentation System (WAAS). The certificate holder is authorized to conduct GPS and/or GPS WAAS instrument approach operations using the approved GPS and/or GPS WAAS equipment listed in paragraph B034 if "…. or GPS", GPS, or RNAV (GPS) or RNAV (GNSS) is listed in Table 1 above. This authorization to conduct approaches using GPS and/or GPS WAAS is subject to the following limitations and conditions:

(a) The airborne GPS and/or GPS WAAS navigation equipment to be used must be approved for IFR operations, certified for the intended operation (LPV, LNAV/VNAV, LP or LNAV) and must contain current navigation data.

(b) Both the GPS constellation and the required airborne equipment must be providing the levels of availability, accuracy, continuity of function, and integrity required for the operation.

c. Reduced Precision CAT I Landing Minima.

(1) Reduced Landing Minima – 200 feet DH and 1800 RVR. The certificate holder is authorized precision CAT I landing minima as low as 1800 RVR to approved runways without TDZ lights and/or runway centerline (RCL) lights, including runways with installed but inoperative TDZ lights and/or RCL lights, in accordance with the following requirements:

(a) The authorized airplane(s) must be equipped with an approved FD, AP, or HUD approved for at least CAT I operations that provides guidance to DA. The flightcrew must be required to engage the FD, AP, or HUD in approach mode (e.g., tracking the localizer and glide slope) and use it to DA or initiation of missed approach unless adequate visual references with the runway environment are established that allow the safe continuation to a landing. Single pilot operations are prohibited from using the FD to reduced CAT I landing minima without the accompanying use of an AP or HUD.

(b) Should the FD, AP, or HUD malfunction or be disengaged during the approach, the flightcrew must execute a missed approach unless the approach can be continued with the use of an operational FD, AP, or HUD, or visual reference to the runway environment has been established and the aircraft is in a position to allow the safe continuation to a landing.

(c) The flightcrew must demonstrate proficiency in ILS, GLS, and/or RNAV (GPS) with LPV DA/HAT less than 250 feet approaches to minimums using the FD, AP, or HUD as applicable.

(d) The Part 97 SIAP must have an 1800 RVR minimum.

d. Limitations and Provisions for IAPs at Foreign Airports.

(1) Unless otherwise authorized by these operations specifications, the certificate holder shall not use any IFR IAP at any foreign airport unless:

(a) The procedure has been constructed using criteria based on FAA Order 8260.3, or other special criteria approved by the headquarters Flight Technologies and Procedures Division (AFS-400), or the procedure has been constructed using criteria prescribed by the ICAO Doc 8168, Procedures for Air Navigation Services, and,

(b) The visibility, RVR, or Converted Meteorological Visibility (CMV) is based on FAA Order 8260.3, or the applicable European Union (EU) or European Aviation Safety Agency (EASA) regulation or ICAO Doc 9365, Manual of All Weather Operations, Third Edition, and,

(c) The DH/MDA shall not be below 200 feet HATh unless authorized by these operations specifications.

(2) The certificate holder may not conduct operations using RNP-AR or "RNP-Like" foreign procedures unless the certificate holder is authorized nonstandard paragraph C384 or paragraph C358, respectively, and the procedures are authorized from within the applicable paragraph.

(3) Foreign approach lighting systems compliant with the ICAO Annex 14 Standards and Recommended Practices (SARPS) or equivalent to U.S. standards are authorized for non-precision, APV, and precision instrument approaches. Sequenced flashing lights are not required when determining the equivalence of a foreign approach lighting system to U.S. standards.

(4) For straight-in landing minima at foreign airports where an MDA(H) or DA(H) is not provided, 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 airport elevation. 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 as adjusted by any operational requirement to increase the altitude/height. For non-precision approaches, the authorized MDA(H) may be expressed in intervals of 10 feet.

(5) When conducting an IAP 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 § 91.175(c)(3)(i)).

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

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

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

(f) Runway end identifier lights.

(6) Approaches to runways with published minima as low as 1800 RVR (550m) without installed RCL and/or TDZ lighting or with inoperative RCL and/or TDZ lighting are authorized as long as the requirements of subparagraph c (1)(a-c) of this operations specification are met.

e. Precision Runway Monitor (PRM) Approaches. The certificate holder is authorized to conduct PRM approaches.

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

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

C054 . Special Limitations and Provisions for Instrument Approach Procedures and Instrument Flight Rules Landing Minimums

HQ Control: 11/28/2017

HQ Revision: 03a

a. High-Minimum PIC Provisions. A PIC who has not met the requirements of 14 CFR Part 121, § 121.652, must use the high-minimum pilot RVR landing minimum equivalents as determined from Table 1 below.

Table 1 – High-Minimum PIC RVR Landing Minimum Equivalents

RVR Landing Minimum as Published	RVR Landing Minimum Equivalent required for High-Minimum Pilots
RVR 1800	RVR 4500
RVR 2000	RVR 4500
RVR 2400	RVR 5000
RVR 3000	RVR 5000
RVR 4000	RVR 6000
RVR 5000	RVR 6000

b. Limitations on the Use of Landing Minimums for Turbojet Airplanes.

(1) A PIC of a turbojet airplane must not conduct an IAP when visibility conditions are reported to be less than ¾ statute mile (sm) or RVR 4000 until that pilot has been specifically qualified to use the Lower Landing Minimums (LLM).

(2) If the destination visibility conditions are forecast to be less than ¾ sm or RVR 4000, the following conditions must be met:

(a) The destination runway length must be determined prior to takeoff to be at least 115 percent of the runway field length required by the provisions of § 121.195(b), and

(b) Precision instrument (all weather) runway markings or runway centerline (RCL) lights must be operational on that runway unless authorized to conduct Enhanced Flight Vision System (EFVS) operations and use EFVS operational minimums.

(3) If unforecast adverse weather or failures occur, the PIC must not begin the final approach segment of an instrument approach unless the runway length needed for landing is determined prior to approach. The runway surface composition and length, reported runway and weather conditions, AFM limitations, operational procedures, and airplane equipment status must be considered.

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

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

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
ERJ-190-200 IGW	Subparagraph b8(e)(ii)	In accordance with the E-jet CFM

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

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

C056 . IFR Takeoff Minimums, Part 121 Airplane Operations - All Airports

HQ Control: 08/02/1999
HQ Revision: 040

a. Standard takeoff minimums are defined as 1 statute mile visibility or RVR 5000 for airplanes having 2 engines or less and ½ statute mile visibility or RVR 2400 for airplanes having more than 2 engines.

b. RVR reports, when available for a particular runway, shall be used for all takeoff operations on that runway. All takeoff operations, based on RVR, must use RVR reports from the locations along the runway specified in this paragraph.

c. When a takeoff minimum is not published, the certificate holder may use the applicable standard takeoff minimum and any lower than standard takeoff minimums authorized by these operations specifications. When standard takeoff minimums or greater are used, the Touchdown Zone RVR report, if available, is controlling.

d. When a published takeoff minimum is greater than the applicable standard takeoff minimum and an alternate procedure (such as a minimum climb gradient compatible with aircraft capabilities) is not prescribed, the certificate holder shall not use a takeoff minimum lower than the published minimum. The Touchdown Zone RVR report, if available, is controlling.

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

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

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. #			
ERJ-190-200 IGW	Honeywell	Primus EPIC	Load 25.8	RNAV 1	N/A	NA

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. 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, RNAV 1 and/or RNP 1 STARs operations, and/or TAs.

e. The certificate holder must maintain the airplane and equipment listed in Table 1 using an established maintenance program that addresses

these RNAV requirements.

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

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

C064 . Terminal Area IFR Operations in Class G Airspace and at Airports Without an Operating Control Tower-- Nonscheduled Passenger and All-Cargo Operations

HQ Control: 12/17/2003

HQ Revision: 03a

The certificate holder is authorized to conduct nonscheduled passenger and all-cargo (scheduled and nonscheduled) terminal area IFR operations in Class G airspace or at airports without an operating control tower specified in accordance with the limitations and provisions of this paragraph. The certificate holder shall not conduct any other terminal area IFR operations under this operations specification.

a. The certificate holder is authorized to conduct these operations, provided that the certificate holder determines that:

(1) The airport is served by an authorized instrument approach procedure.

(2) The airport has an approved source of weather or in accordance with the provisions for conducting the flight under the eligible on-demand authorization.

(3) The airport has a suitable means for the pilot-in-command to acquire timely air traffic advisories and the status of airport services and facilities.

(4) The facilities and services necessary to safely conduct IFR operations are available and operational at the time of the particular operation.

b. The certificate holder is authorized to designate and use an alternate or diversionary airport which will involve terminal area IFR operations in Class G airspace or at airports without an operating control tower provided that at the time of any operation to that alternate or diversionary airport, the certificate holder determines that the provisions specified in subparagraphs a(1) through (4) are met.

c. Except as provided in operations specifications paragraph C077, all 14 CFR Part 135 turbojet and all Part 121 operations in the terminal area are conducted under instrument flight rules.

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

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

C068 . Noise Abatement Departure Profiles **HQ Control: 09/03/1999**
HQ Revision: 01b

The certificate holder is authorized to conduct noise abatement departure profile (NADP) operations in accordance with the provisions of this paragraph and the procedures in the certificate holder's manuals. The certificate holder shall use the approved NADP's for its turbojet airplanes, having a maximum certificated takeoff gross weight of more that 75,000 pounds, operating from a noise sensitive airport within the United States. The certificate holder shall conduct all NADP's in accordance with the restrictions and limitations specified in this paragraph and shall not conduct any other noise abatement departure profile operations. For the purpose of these operations specifications, NADP's shall be limited, for any airplane type at any one time, to a maximum of two profiles: (1) Close-In NADP operations; and/or (2) Distant NADP operations. Only one NADP can be designated for each runway at each airport. The certificate holder's NADP's must meet the following criteria:

a. For Each NADP , the certificate holder shall specify the altitude above the field elevation (AFE) at which thrust reduction from takeoff thrust (Close-In Profile) or airplane configuration change (Distant Profile), excluding gear retraction, is initiated.

b. Close-In NADP : The certificate holder shall use the following NADP criteria for individual airplane types intended to provide noise reduction for noise sensitive areas located in close proximity to the departure end of the runway:

(1) Initiate thrust cutback at an altitude of no less than 800 feet AFE and prior to initiation of flaps or slats retraction.

(2) The thrust cutback may be made by manual throttle reduction or by approved automatic means. The automatic means may be armed prior to takeoff for cutback at or above 800 feet AFE or may be pilot initiated at or above 800 feet AFE.

(3) For airplanes without an operational automatic thrust restoration system, achieve and maintain no less than the thrust level necessary after thrust reduction to maintain, for the flaps/slats configuration of the airplane, the takeoff path engine-inoperative climb gradients specified in 14 CFR Section 25.111(c)(3) in the event of an engine failure.

(4) For airplanes with an operational automatic thrust restoration system, achieve and maintain no less than the thrust level necessary after thrust reduction to maintain, for the flaps/slats configuration of the airplane, a takeoff path engine-inoperative climb gradient of zero percent, provided that the automatic thrust restoration system will, at a minimum, restore sufficient thrust to maintain the takeoff path engine-inoperative climb gradients specified in Section 25.111(c)(3) in the event of an engine failure.

(5) During the thrust reduction, coordinate the pitchover rate and thrust reduction to provide a decrease in pitch consistent with allowing indicated airspeed to decay to no more than 5 knots below the all-engine target climb speed, and in no case to less than V_2 for the airplane configuration. For automated throttle systems, acceptable speed tolerances can be found in AC 25-15, Approval of Flight Management Systems in Transport Category Airplanes.

(6) Maintain the speed and thrust criteria as described in steps b(3) through b(5) to 3,000 feet AFE or above, or until the airplane has been fully transitioned to the en-route climb configuration (whichever occurs first), then transition to normal en-route climb procedures.

c. Distant NADP : The certificate holder shall use the following NADP criteria for individual airplane types intended to provide noise reduction for all other noise sensitive areas.

(1) Initiate flaps/slats retraction prior to thrust cutback initiation. Thrust cutback is initiated at an altitude no less than 800 feet AFE.

(2) The thrust cutback may be made by manual throttle reduction or by approved automatic means. The automatic means may be armed prior to takeoff for cutback at or above 800 feet AFE or may be pilot-initiated at or above 800 feet AFE.

(3) For airplanes without an operational automatic thrust restoration system, achieve and maintain no less than the thrust level necessary after thrust reduction to maintain, for the flaps/slats configuration of the airplane, the takeoff path engine-inoperative climb gradients specified in Section 25.111(c)(3) in the event of an engine failure.

(4) For airplanes with an operational automatic thrust restoration system, achieve and maintain no less than the thrust level necessary after thrust reduction to maintain, for the flaps/slats configuration of the airplane, a takeoff path engine-inoperative climb gradient of zero percent, provided that the automatic thrust restoration system will, at a minimum, restore sufficient thrust to maintain the takeoff path engine-inoperative climb gradients specified in Section 25.111(c)(3) in the event of an engine failure.

(5) During the thrust reduction, coordinate the pitchover rate and thrust reduction to provide a decrease in pitch consistent with allowing indicated airspeed to decay to no more than 5 knots below the all-engine target climb speed, and in no case to less than V_2 for the airplane configuration. For automated throttle systems, acceptable speed tolerances can be found in AC 25-15, Approval of Flight Management Systems in Transport Category Airplanes.

(6) Maintain the speed and thrust criteria as described in steps c(3) through c(5) to 3,000 feet AFE or above, or until the airplane has been fully transitioned to the en route climb configuration (whichever occurs first), then transition to normal en route climb procedures.

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

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

C070 . Airports Authorized for Scheduled Operations

HQ Control: 07/27/2018
HQ Revision: 050

a. The certificate holder is authorized to conduct scheduled passenger and cargo operations between the regular, refueling, and provisional airports listed in the table contained in this operations specification.

b. Alternate Airports.

(1) The certificate holder is authorized to use the alternate airports listed in the table contained in this operations specification.

(2) The certificate holder may use any regular, refueling, or provisional airport listed in the table of this operations specification as an alternate airport, provided it is authorized for the type of aircraft being used.

(3) The certificate holder may not use any airport as an alternate airport unless it is authorized for the type of aircraft being used, and meets the alternate airport requirements contained in 14 CFR Part 121 subparts I and U.

c. The following definitions apply:

Regular Airport (R). An airport used by a certificate holder in scheduled operations and listed in this operations specification.

Refueling Airport (F). An airport approved as an airport to which flights may be dispatched for refueling.

Provisional Airport (P). An airport approved by the Administrator for use by a certificate holder for providing service to a community when the regular airport serving that community is not available.

Alternate Airport (A). An airport at which an aircraft may land if a landing at the intended airport becomes inadvisable.

Airports Authorized for Scheduled Operations

AIRPORTS		AIRCRAFT AUTHORIZED
Location	Provisional	ERJ-190
ALBANY INTERNATIONAL, NY., UNITED STATES; KALB	N/A	A,F
ATLANTA/HARTSFIELD-JACKSON ATLANTA INTL, GA., UNITED STATES; KATL	N/A	A,F
ATLANTIC CITY, NJ/ATLANTIC CITY INTL, UNITED STATES; KACY	N/A	A,F
BALTIMORE-WASHINGTON INTL. THURGOOD MARSHALL, MD., UNITED STATES; KBWI	N/A	A,F
BRADLEY INTL AIRPORT WINDSOR LOCKS, CT., UNITED STATES; KBDL	N/A	A,F
CHARLESTON/AFB INTL,SC., UNITED STATES; KCHS	N/A	A,F
CHARLOTTE/DOUGLAS INTL.NC., UNITED STATES; KCLT	N/A	A,F
COLUMBIA METROPOLITAN,SC., UNITED STATES; KCAE	N/A	A,F
DAYTONA BEACH/INTL, FL., UNITED STATES; KDAB	N/A	A,F
FORT LAUDERDALE/ FORT LAUDERDALE-HOLLYWOOD INTL,FL., UNITED STATES; KFLL	N/A	A,F
FORT MYERS, FL/SOUTHWEST FLORIDA INTL, UNITED STATES; KRSW	N/A	A,F
GREENSBORO/PIEDMONT TRIAD INTL, NC., UNITED STATES; KGSO	N/A	A,F
GREER/GREENVILLE SPARTANBURG INTL, SC., UNITED STATES; KGSP	N/A	A,F
HARRISBURG/INTL,PA., UNITED STATES; KMDT	N/A	A,F
ISLIP/LONG ISLAND MACARTHUR, NY., UNITED STATES; KISP	N/A	R
JACKSONVILLE/INTL, FL.., UNITED STATES; KJAX	N/A	A,F
MACON/MIDDLE GEORGIA REGIONAL,GA., UNITED STATES; KMCN	N/A	A,F
MIAMI/INTL, FL., UNITED STATES; KMIA	N/A	A,F
MYRTLE BEACH/MYRTLE BEACH AFB, SC., UNITED STATES; KMYR	N/A	A,F
NEW YORK/JOHN F. KENNEDY INTL, NY., UNITED STATES; KJFK	N/A	A,F
NEWBURGH/STEWART INTL,NY., UNITED STATES; KSWF	N/A	A,F
NORFOLK/INTL,VA., UNITED STATES; KORF	N/A	A,F

AIRPORTS		AIRCRAFT AUTHORIZED
Location	Provisional	ERJ-190
ORLANDO/INTL,FL., UNITED STATES; KMCO	N/A	R
PHILADELPHIA/INTL, PA., UNITED STATES; KPHL	N/A	A,F
PROVIDENCE/THEODORE FRANCIS GREENE STATE,RI., UNITED STATES; KPVD	N/A	A,F
RALEIGH/DURHAM,NC., UNITED STATES; KRDU	N/A	A,F
RICHMOND/INTL, VA., UNITED STATES; KRIC	N/A	A,F
SAVANNAH/HILTON HEAD INTL, GA., UNITED STATES; KSAV	N/A	A,F
TALLAHASSEE/REGIONAL,FL., UNITED STATES; KTLH	N/A	A,F
TAMPA/INTL, FL., UNITED STATES; KTPA	N/A	R
WASHINGTON, DC/WASHINGTON DULLES INTL, UNITED STATES; KIAD	N/A	A,F
WEST PALM BEACH/PALM BEACH INTL, FL, UNITED STATES; KPBI	N/A	A,F
WHITE PLAINS/WESTCHESTER COUNTY NY., UNITED STATES; KHPN	N/A	A,F

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

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

C071 . Autopilot Minimum Use Altitudes/Heights (MUH) **HQ Control: 02/03/2014**
HQ Revision: 010

a. The certificate holder is authorized to use autopilot minimum use altitudes/heights (MUH) in accordance with 14 CFR Part 121, § 121.579 and the limitations and provisions of this operations specification.

b. Approved Airplanes and Equipment. The certificate holder is authorized to operate with the approved airplanes and autopilot systems listed in Table 1 at the associated MUHs. Airplanes with the same M/M/S, but equipped with a different autopilot model/version must be listed separately.

c. MUHs. Takeoff/initial climb and go-around/missed approach altitudes/heights are minimum engagement altitudes/heights. Enroute and Approach MUHs are autopilot disengage altitudes/heights. These altitudes/heights must be listed in Table 1 for each individual phase of flight. The altitudes/heights listed in Table 1 are above airport elevation, terrain or touchdown zone elevation (TDZE) unless associated with a DA/H or MDA. If a height is not specified in the Airplane Flight Manual (AFM), AFM Supplement or designated by the Administrator, a minimum altitude/height will be indicated in Table 1. These are: Takeoff/Initial Climb; 500ft., Enroute; 500 ft., and Approach; MDA/DA/H minus 50 ft. An altitude/height determined by the Administrator will be annotated with the acronym FAA next to the number (e.g., 150 ft. (FAA)).

Table 1 - Approved Airplanes, Equipment and MUHs

Airplane Type (M/M/S)	Autopilot Manufacturer	Autopilot Model/Version	Minimum Use Heights/Altitudes (feet)		
			Takeoff/Initial Climb	Enroute	Approach
ERJ-190-200 IGW	Honeywell	Primus Epic 2.0 Load 25.8	400 ft	500 ft	50 ft

d. Limitations and Provisions. Operations specification C071 does not replace or override operations specifications C059, C060 or C061.

(1) Operations. The certificate holder must not engage the autopilot unless the autopilot system is fully operational. The certificate holder must conduct operations in accordance with the airworthiness certification of the autopilot system.

(2) Airworthiness. The certificate holder must maintain the airplanes and equipment listed in Table 1.

e. Required Training. The flightcrew must have successfully completed the certificate holder's approved training program curriculum on the equipment and instrument approach procedures (IAP) to be used.

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

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

C073 . Vertical Navigation (VNAV) Instruction Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) as a Decision Altitude (DA)/Decision Height (DH)

HQ Control: 02/10/2017

HQ Revision: 05b

a. The certificate holder is authorized to use minimum descent altitude (MDA) as a decision altitude (DA)/decision height (DH) with vertical navigation (VNAV) on a Nonprecision Approach (NPA). The certificate holder will use this operations specification, C073, in conjunction with the 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
ERJ-190-200 IGW	Honeywell Primus Epic 25.8	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 and 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 their operations specification C052, Table 1, columns 1 and 2, using an MDA as a DA/DH if the approach meets one of the following requirements and all its 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 (glide slope(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/ Localizer (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. The Certificate Holder applies for the Operations in this paragraph.
2. These Operations Specifications are approved by direction of the Administrator.

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

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
NA

d. Part 121 Certificate Holders Only- When Pilot Flight Training and Flight Checking Are NOT Provided. The Part 121 certificate holder is authorized to conduct a circle-to-land maneuver without providing pilot training and checking. The following subparagraphs d(1) through d(3) shall apply:

(1) The Part 121 certificate holder is authorized to conduct a circle-to-land maneuver without providing pilot training and checking when:

(a) The reported ceiling is at least 1,000 feet and the visibility is at least 3 statute miles; or

(b) The reported weather is at least equal to the charted circling landing minimums for the approach to be used, whichever is higher.

(2) When pilot training and checking are not provided, the Part 121 certificate holder shall use a Minimum Descent Altitude (MDA) of 1,000 feet (HAA) or the MDA of the charted circling landing minimums for the approach to be used, whichever is higher.

(3) The Part 121 certificate holder is authorized to use the following aircraft to conduct circle-to-land maneuvers without providing pilot training and checking (if none are authorized, enter N/A):

Table 2

Aircraft Make/Model/Series
ERJ-190-200 IGW

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

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

C077 . Terminal Visual Flight Rules, Limitations, and Provisions

HQ Control: 05/17/2018
HQ Revision: 02c

a. Except as provided in this operations specification, 14 CFR Part 93, Special Federal Aviation Regulation (SFAR) 50-2, and operations specification B051, the certificate holder must operate all flights conducted under the provisions of 14 CFR Part 121 turbojet operations, within the areas listed in operations specification B050, in accordance with IFR. The certificate holder is authorized to conduct terminal area operations according to the following provisions and limitations.

b. Terminal Arrival IFR - Visual Approach or a Charted Visual Flight Procedure (CVFP). The flightcrew may accept a visual approach or a CVFP provided all of the following conditions exist. The flightcrew may not accept a visual approach or a CVFP unless the limitations and provisions of subparagraph f. of this operations specification are met.

(1) The flight is operated and remains in Class B, C, or D Airspace, within 35 nautical miles (NM) of the destination airport in Class E Airspace, or the airspace beneath the designated transition area.

(2) The flight is under the control of an ATC facility.

(3) The flightcrew must maintain the basic cloud clearance as specified in 14 CFR Part 91, § 91.155.

(4) For a visual approach without a CVFP, the flightcrew must be able to establish and maintain visual contact with the airport or maintain visual contact with the traffic to be followed as directed by ATC. In addition, the following provisions and weather conditions at the airport during the approach must be met:

(a) Reported visibility must be as specified in § 91.155, but not lower than a visibility of 3 miles, and reported ceiling must be 1,000 feet or greater; or

(b) When in the terminal area with the reported visibility not lower than 3 miles and the ceiling not reported, the flightcrew may continue to a landing if the runway of intended landing is in sight and the flightcrew can maintain visual contact with the runway throughout the approach and landing; and

(c) Ceiling and cloud clearance must be as such to allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131, as applicable for the airspace class in which the flight is operated.

(5) For a CVFP, the flightcrew must be able to establish and maintain visual contact with the airport or the charted visual landmark(s) for the CVFP throughout the approach and landing. In addition, the weather conditions at the airport at the time of the approach must be reported to be at or above the weather minima established for the CVFP, but never lower than the VFR landing weather minima stated in Part 121, § 121.649 in uncontrolled airspace.

c. Terminal Arrival VFR. If operating under the VFR en route provisions of operations specification B051 or if canceling an IFR flight plan, the flightcrew may operate under VFR in the terminal area under the following provisions. In addition, the flightcrew may not conduct VFR

operations in the terminal area unless the limitations and provisions of subparagraph f. of this operations specification are met.

(1) All of the following provisions and weather conditions at the airport at the time of approach must be met:

(a) Reported visibility must be as specified in § 91.155, but not lower than the visibility criteria specified in § 121.649.

(b) Reported ceiling must be 1,000 feet or greater.

(c) The flightcrew must maintain the basic cloud clearance as specified in § 91.155.

(d) Ceiling and cloud clearance must be as such to allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131, as applicable for the airspace class in which the flight is operated.

(2) In addition the conditions in one of the following subparagraphs must be met:

(a) Controlled Airports. The flight is operated within Class B, C, or D Airspace, or within 10 NM of the destination airport in Class E Airspace; and remains within controlled airspace. The flightcrew requests and uses radar-monitored traffic advisories provided by ATC when such advisories are available, and is in direct communication with the appropriate ATC facility.

(b) Uncontrolled Airports. The flightcrew is in direct communication with an air/ground communication facility or agent of the certificate holder that provides airport traffic advisories and information that is pertinent to conditions on and around the landing surface during the terminal phase of flight; and the flight is operated within 10 NM of the destination airport, or visual reference with the landing surface is established and can be maintained throughout the approach and landing.

(3) If there is a question that the weather conditions at the time of arrival may not allow the flightcrew sufficient seeing conditions, the flightcrew must have in its possession and use an authorized visual procedure which assures obstacle clearance or avoidance. The minimum altitudes under § 121.657, § 91.119, or those prescribed in the charted visual procedure (whichever are higher) apply.

d. Terminal Departures VFR. At airports which do not have operating ATC facilities and where it also is not otherwise possible for the flightcrew to obtain an IFR clearance to depart on an IFR flight plan, or at an airport utilizing a charted visual departure procedure established by the FAA, the flight may takeoff and depart under VFR provided all the following conditions exist. In addition, the flightcrew may not conduct VFR operations in the terminal area unless the limitations and provisions of subparagraph f. of this operations specification are met.

(1) The following provisions and weather conditions at the airport at the time of takeoff must be met:

(a) Reported weather visibility must be as specified in § 91.155, but not lower than the visibility criteria specified in § 121.649.

(b) Reported ceiling must be 1,000 feet or greater.

(c) The flightcrew must maintain the basic cloud clearance as specified in § 91.155, and have visual reference with the ground or visual contact with a landmark when referenced in a published procedure to be followed for the airport.

(d) Ceiling and cloud clearance must be as such to allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131, as applicable for the airspace class in which the flight is operated.

(2) The flight remains in Visual Meteorological Conditions (VMC) at all times while operating under VFR.

(3) Unless operating under certain en route provisions of Part 93, SFAR 50-2, and operations specification B051, the flightcrew must obtain an IFR clearance as soon as practical after takeoff or as directed by the charted visual departure procedure established for that airport by the FAA, but under no circumstances farther than 50 NM from the departure airport.

(4) If there is a question that the weather conditions at the time of takeoff may not allow the flightcrew sufficient seeing conditions, the flightcrew must have in its possession and use an authorized visual procedure which assures obstacle clearance or avoidance. The minimum altitudes under § 121.657, § 91.119, or those prescribed in the authorized visual procedure (whichever are higher) apply.

e. Terminal Departures IFR. The flightcrew must comply with the departure procedures established for a particular airport by the FAA if ATC does not specify any particular departure procedure in the takeoff clearance given for that airport. The flightcrew may accept an IFR clearance containing a takeoff and climb in VFR conditions out to a specified point in the clearance, if the limitations and provisions of this subparagraph and subparagraph f. of this operations specification are met.

(1) Reported weather visibility must be as specified in § 91.155, but not lower than the visibility criteria specified in § 121.649.

(2) Reported ceiling must be 1,000 feet or greater.

(3) The flightcrew must maintain the basic cloud clearance as specified in § 91.155.

(4) Ceiling and cloud clearance must be as such to allow the flightcrew to maintain the minimum altitudes prescribed in § 91.129, § 91.130, or § 91.131, as applicable for the airspace class in which the flight is operated.

f. Special Limitations and Provisions for VFR. All VFR operations authorized by this operations specification must be conducted in accordance with the following limitations and provisions:

(1) The certificate holder must identify obstacles and use airport obstacle data which ensures that the performance requirements of Part 121 subpart I are met.

(2) The weather conditions must allow the flightcrew sufficient visibility to identify and avoid obstacles, safely maneuver using external visual references, and maintain minimum altitudes.

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

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

C078 . IFR Lower Than Standard Takeoff Minima, 14 CFR Part 121 Airplane Operations - All Airports **HQ Control: 12/08/2014**
HQ Revision: 05a

a. The certificate holder is authorized to use lower than standard takeoff minima in accordance with the limitations and provisions of this operations specification and operations specification C056.

b. Runway Visual Range (RVR) Requirements. RVR reports, when available for a particular runway, shall be used for all takeoff operations on that runway. All takeoff operations, based on RVR, must use RVR reports from the locations along the runway as follows:

(1) For operations at or above RVR 1600 (500m):

(a) The touchdown zone (TDZ) RVR report, if available, is controlling.

(b) The mid RVR report may be substituted for an unavailable TDZ report.

(2) For operations below RVR 1600 (500m):

(a) A minimum of two operative RVR reporting systems are required.

(b) All available RVR reports are controlling.

NOTE: Extremely long runways (e.g., DEN 16R) utilize four RVR sensors: TDZ, mid, rollout, and far-end. When a fourth far-end RVR value is reported, it is not controlling and is not to be used as one of the two required operative RVR systems.

c. Lower Than Standard Takeoff Minima. When takeoff minima are equal to or less than the applicable standard takeoff minima, the certificate holder is authorized to use the lower than standard takeoff minima described in this operations specification.

d. TDZ RVR 1600 (500m) (beginning of takeoff roll) or visibility or Runway Visibility Value (RVV) ¼ statute mile, provided one of the following visual aids listed in d.(1) – (4) is available:

(1) High intensity runway lights (HIRL).

(2) Operative runway centerline (CL) lights.

(3) Serviceable runway centerline marking (RCLM).

(4) In circumstances when none of the above visual aids are available, visibility or RVV ¼ statute mile may still be used, provided other runway markings or runway lighting provide pilots with adequate visual reference to continuously identify the takeoff surface and maintain directional control throughout the takeoff roll.

e. The certificate holder is authorized to conduct operations using the lowest RVR authorized in Table 1 below based on the applicable criteria in this operations specification.

Table 1 – Lowest Authorized Takeoff RVR

Lowest Authorized RVR	Minimum Runway Requirements	Other Limitations and Provisions
RVR 500 - TDZ / 500 - Mid / 500 - RO (150m)	HIRL and CL Lights	N/A

NOTE: For operations below RVR 1600 (500m), a minimum of two operative RVR reporting systems are required. All available RVR reports are controlling, except a far-end RVR report, which is advisory only.

f. The certificate holder authorizations listed in Table 1 above are dependent upon the following criteria:

(1) TDZ RVR 1200 (350m) (beginning of takeoff roll), mid-RVR 1200 (350m) (if installed) and rollout RVR 1000 (300m), if authorized, may be used provided RVR equipment and one of the following visual aids combinations are available:

(a) Daylight Hours. Serviceable RCLM or HIRL or operative CL lights.

(b) Night Time Hours. HIRL or operative runway CL lights.

(2) TDZ RVR 1000 (300m) (beginning of takeoff roll), mid-RVR 1000 (300m) (if installed) and rollout RVR 1000 (300m), if authorized, may be used provided RVR equipment and one of the following visual aids combinations are available:

(a) Operative runway CL lights, OR

(b) HIRL and serviceable RCLM.

(3) TDZ RVR 600 (175m) (beginning of takeoff roll), mid-RVR 600 (175m) (if installed), and rollout RVR 600 (175m), or TDZ RVR 500 (150m) (beginning of takeoff roll), mid-RVR 500 (150m) (if installed), and rollout RVR 500 (150m), if authorized, may be used provided RVR equipment and ALL of the following visual aids are available.

(a) HIRL.

(b) Operative runway CL lights.

g. Approved Head Up Display (HUD) Takeoff Guidance Systems Minima. The certificate holder is authorized to use takeoff minima of TDZ RVR 300 (75m), mid-RVR 300 (75m), and rollout RVR 300 (75m) for the HUD systems installed in airplanes as listed in Table 2 below (RVR 300 (75m) is the lowest minima that can be authorized using a HUD) provided ALL of the following requirements are met:

(1) The certificate holder shall conduct no takeoffs using these takeoff minima apart from using the HUD System.

(2) Special provisions and limitations for the authorization to use the HUD for takeoff:

(a) Operative HIRL.

(b) Operative runway CL lights.

(c) Front course guidance must be displayed from a localizer that provides CAT III rollout guidance as indicated by a III/E/4 facility classification and landing minima of RVR 300. If the CAT III landing minima is greater than RVR 300 due to a localizer downgrade, these takeoffs are not authorized.

(d) The crosswind component on the takeoff runway is less than the airplane flight manual's crosswind limitation, or 15 knots, whichever is more restrictive.

(e) Operations using the minima in Table 2 below shall be conducted to runways that are accessible by taxi routings which have operative taxiway centerline lighting that meets U.S. or ICAO criteria for CAT III operations, or other taxiway guidance systems approved for these operations. This taxiway guidance requirement is not applicable when operating in conditions that are at or above the certificate holder's approved takeoff minima as depicted in Table 1 above.

Table 2 – Approved Head Up Display Systems, Airplanes, and RVR

Airplane M/M/S	HUD System	Lowest RVR Authorized	Additional Limitations and Provisions

h. Training and Qualification. The flightcrew must have completed the certificate holder's approved training for the lower than standard takeoff and be qualified in their respective crew positions for the applicable takeoff RVR minima authorized.

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

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

C080 . Terminal Area IFR Operations in Class G Airspace and/or at Airports Without an Operating Control Tower for Scheduled Passenger Operations

HQ Control: 10/12/2020

HQ Revision: 01a

a. The certificate holder is authorized to conduct the following terminal area instrument flight rules (IFR) operations specified in accordance with the limitations and provisions of this paragraph and shall not conduct any other terminal area IFR operations under this operations specification.

b. The certificate holder is authorized to conduct scheduled passenger terminal area IFR operations in Class G airspace and/or at airports without an operating control tower, provided that the certificate holder determines that:

(1) The airport is served by an authorized instrument approach procedure (IAP).

(2) The airport has an approved source of weather.

(3) The airport has a suitable means for the pilot in command (PIC) to acquire air traffic advisories and the status of airport services and facilities.

(4) The facilities and services necessary to safely conduct IFR operations are available and operational at the time of the particular operation.

c. The certificate holder is authorized to designate and use an alternate or diversionary airport which will involve terminal area IFR operations in Class G airspace or at airports without an operating control tower in Class E airspace, provided that at the time of any operation to that alternate or diversionary airport the certificate holder determines that the provisions specified in subparagraphs b(1) through (4) are met.

d. The certificate holder is authorized to conduct scheduled passenger terminal area IFR operations in Class G airspace or at airports without an operating control tower when, at the scheduled time of operation, the airspace would have been Class B, C, or D airspace but, because of temporary or emergency changes to terminal air traffic control (ATC) operations, weather, or mechanical delays, the flight arrives at a time when the controlled airspace is not operational, provided that the certificate holder determines that the provisions specified in subparagraphs b(1) through (4) are met.

e. The certificate holder is authorized to conduct scheduled passenger terminal area IFR operations in Class G airspace or at airports without an operating control tower, provided that an authorized IAP and the facilities and services listed below are available and operational at the time of the particular operation.

Table 1 – Airports Authorized for Scheduled Passenger Terminal IFR Operations

Airport	Weather Source	Traffic & Airport Advisory Service
KPVD; PROVIDENCE/THEODORE FRANCIS GREENE STATE,RI.	D-ATIS, ASOS	CTAF (Tower Freq)
KHSV; HUNTSVILLE/INTL/CARL T. JONES FIELD, AL.	ASOS	CTAF (Tower Freq)
KBDL; BRADLEY INTL AIRPORT WINDSOR LOCKS, CT.	D-ATIS, ASOS	UNICOM 122.95

f. Except as provided in operations specification C077, all 14 CFR Part 135 turbojet and all 14 CFR Part 121 operations in the terminal area are conducted under IFR.

g. For any operation where the airport traffic control tower (ATCT) has been unexpectedly closed due to emergency conditions, the certificate holder is authorized to continue a flight to a destination airport as long as the information required by this operations specification is available to the PIC. The certificate holder must not initiate a flight to a destination airport if the airport has been closed before takeoff.

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

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

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 121 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)
ERJ-190-200 IGW	Breeze Airways General Maintenance Manual
ERJ-190-200 IGW	Breeze Airways ERJ190-100 / 200 Maintenance Inspection Program (MP)

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

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

D076 . Short-Term Escalation Authorization **HQ Control: 03/17/2020**
HQ Revision: 040

a. Subject to the following conditions, limitations, and prohibitions, the certificate holder is authorized to escalate scheduled maintenance intervals, on a short-term basis, for check packages, check package individual line items, or component time-change/task intervals.

b. The conditions, procedures, and standards for the technical evaluation and implementation of short-term escalation of scheduled maintenance intervals must be defined in the certificate holder's manual and must reflect the following policy:

(1) The basis for a short-term escalation is the emergence of some unforeseen situation; however, the use of short-term escalations must be supported solely on a technical analysis. It cannot be used to compensate for marketing requirements, flight scheduling requirements, poor maintenance practices, or poor maintenance program management.

(2) Short-term scheduled maintenance interval escalations must not be used on a large scale (i.e., escalating numerous aircraft at once) or on a repetitive basis to the extent that it results in a fleet interval extension.

c. Short-Term Escalation Intervals. Scheduled maintenance tasks are authorized a maximum of 10 percent, not to exceed 500 hours time in service. Any scheduled maintenance task short-term escalation that is more restrictive than the maximum times authorized must be listed in Table 1 below.

Table 1 - Short-Term Escalation Limitations and Provisions

Aircraft M/M/S	Limitations and Provisions That Are More Restrictive Than the Maximum Authorization
ERJ-190-200 IGW	Maintenance Checks with an interval of between 100 and 1000 flight hours NTE 5%
ERJ-190-200 IGW	Maintenance Checks with an interval in excess of 1000 flight hours NTE 50 flight hours
ERJ-190-200 IGW	Maintenance Checks with an interval of up to and including two months NTE 5 days
ERJ-190-200 IGW	Maintenance Checks with an interval of between two months and one year NTE 15 days
ERJ-190-200 IGW	Maintenance Checks with an interval in excess of one year NTE 30 days

d. Special Considerations for Operations Under a U.S. Military Contract. This authorization does not permit use of a short-term escalation when the sole justification is a military contract requirement. In those cases, deviations to operations specifications extending scheduled maintenance intervals must be specifically authorized by the FAA under the provisions and procedures of 14 CFR Part 119, § 119.55. However, during operations under a U.S. military contract, if unanticipated or unforeseen situations arise, the certificate holder may use this authorization as prescribed in their manual.

e. Prohibitions. The following listed scheduled maintenance intervals must not be escalated under this authorization:

(1) Intervals specified by FAA Airworthiness Directives (AD);

(2) Life limits specified by Type Certificate Data Sheets (TCDS);

(3) Certification Maintenance Requirements (CMR) (unless specifically allowed and designated by the CMR document);

(4) Structural sampling periods imposed by Maintenance Review Boards (MRB);

(5) Airworthiness Limitations (AL/AWL/ALI);

(6) Critical Design Configuration Control Limitations (CDCCL);

(7) Interval limitations specified by Minimum Equipment Lists (MEL) or Configuration Deviation Lists (CDL); and

(8) Failure Effect Categories (FEC) 5 and 8 tasks identified or "tagged" in the MRB Report (MRBR) (or equivalent) as satisfying a Candidate CMR (CCMR). These tasks must not be escalated beyond the interval that would otherwise be required by the CMR. (Coordination with the Original Equipment Manufacturer (OEM) may be required.)

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

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

D083 . Short-Term Escalation Authorization for Borrowed Parts Subject to Overhaul Requirements **HQ Control: 04/01/1999**
HQ Revision: 030

Provided all of the following conditions are met, the certificate holder is authorized to use a borrowed part (overhauled) from another operator when time-in-service of the available part exceeds the certificate holder's approved overhaul time limit.

a. The borrowed part must be obtained from a 14 CFR Part 121 or 135 certificate holder maintaining its aircraft under an approved air carrier maintenance program.

b. The certificate holder must have procedures in their manual to ensure the part is properly maintained.

c. The borrowed part cannot exceed the other operator's approved overhaul time limits.

d. The borrowed part may not exceed it's approved life limit.

e. In relation to the lender's currently authorized time before overhaul, the borrowed part must have a minimum of 200 hours time-in-service remaining, or 100 landings or cycles remaining if the controlling parameter is landings or cycles.

f. If the borrowed part exceeds the certificate holder's approved overhaul time limit. The borrowed part may be used for a period not-to-exceed 100 hours time-in-service, or 50 landings or cycles if the controlling parameter is landings or cycles.

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

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

D084 . Special Flight Permit with Continuous Authorization to Conduct Ferry Flights **HQ Control: 02/03/2011**
HQ Revision: 050

a. The certificate holder is authorized to conduct ferry flights using a special flight permit with continuous authorization in accordance with the limitations and provisions of this operations specification.

b. This special flight permit with continuous authorization is the certificate holder's authorization to fly an aircraft that may not meet applicable airworthiness requirements but is capable of safe flight to a base where necessary maintenance or alterations are to be performed.

c. This authorization applies only to those aircraft listed on operations specification paragraph D085.

d. This authorization permits an aircraft to be moved to a repair facility to perform work required by an airworthiness directive unless the airworthiness directive states otherwise or it is determined that the aircraft cannot be moved safely.

e. A copy of this operations specification, or appropriate sections of the certificate holder's manual which restate this permit, shall be carried on board the aircraft when operating under a special flight permit.

f. Before operating an aircraft that does not meet applicable airworthiness requirements, the certificate holder shall determine that the aircraft can safely be flown to a station where maintenance or alterations are to be performed.

(1) The certificate holder shall have the aircraft inspected or evaluated according to procedures in its manual and have a certificated mechanic or repairman certify in the aircraft record that the aircraft is in a safe condition for the flight as specified in the operator's manual.

(2) The certificated mechanic or repairman may certify only for the work for which he or she is employed.

g. This operations specification is not required for conducting a ferry flight with one engine inoperative in accordance with Section 91.611 as long as all the applicable requirements of that section are met.

h. Only flight crewmembers and persons essential to operations of the aircraft shall be carried aboard during ferry flights where the aircraft flight characteristics may have been appreciably changed or its operation in flight substantially affected.

i. Flights shall be conducted according to the approved program for continuing flight authorization listed in Table 1 below.

Table 1 - Aircraft Maintenance Documents
Breeze Airways General Maintenance Manual, Section 5.7
Breeze Airways Integrated Operations Control Manual, Section 16.4

j. Aircraft involved in an accident or incident may not be ferried before it is released by the NTSB

and the local FAA District Office is notified.

k. The certificate holder shall impose any further conditions or limitations necessary for safe flight.

l. Aircraft operated under this authorization may not meet the airworthiness requirements of foreign countries.

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

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

D085 . Aircraft Listing

HQ Control: 09/18/2001
HQ Revision: 02b

The certificate holder is authorized to conduct operations under 14 CFR Part 121 using the aircraft identified on this operations specification.

Registration No.	Serial No.	Nose Number, If Applicable	Aircraft M/M/S
N190BZ	19000660	190	ERJ-190-200 IGW

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

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

D089 . Maintenance Time Limitations Section **HQ Control: 08/15/1997**
HQ Revision: 01a

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
ERJ-190-200 IGW	Breeze Airways ERJ190-100 / 200 Maintenance Inspection Program (MP)	12/23/2020

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

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

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

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

HQ Control: 08/17/2016

HQ Revision: 01a

The certificate holder is authorized to use the airplanes listed below for 14 CFR Part 121 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
N190BZ	ERJ-190-200 IGW

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

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

D095 . Minimum Equipment List (MEL) Authorization **HQ Control: 06/14/2013**
HQ Revision: 02b

a. The certificate holder is authorized to use an FAA-approved MEL provided the conditions and limitations of this paragraph are met. The certificate holder shall not use an MEL for any aircraft that is not specifically authorized by this paragraph.

b. Authorized Aircraft. The certificate holder is authorized to use an FAA-approved MEL for the aircraft listed below:

Aircraft M/M/S	Limitations and Conditions
ERJ-190-200 IGW	None

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

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

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

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

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

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

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

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

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

and the estimated date the item will be repaired.

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

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

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

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

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

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

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

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

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

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

D097 . Aging Aircraft Programs

HQ Control: 05/11/2017
HQ Revision: 020

a. The certificate holder has incorporated policies and procedures into their maintenance and/or inspection programs for compliance with the Aging Aircraft Program rules listed in Table 1 below.

Table 1 Aging Aircraft Maintenance Programs

Aging Aircraft Program Rules	Certificate Holder's Maintenance and Inspection Program Policy and Procedures (Manual and Section)	Date
Supplemental Inspections — § 121.1109	Breeze Airways General Maintenance Manual, Section 6.6	12/23/2020
Electrical Wiring Interconnection Systems (EWIS) Maintenance Program — § 121.1111	Breeze Airways General Maintenance Manual, Section 14.10	12/23/2020
Fuel Tank System Maintenance Program — § 121.1113	Breeze Airways General Maintenance Manual, Section 14.3	12/23/2020

b. Initial submission and any subsequent revisions to these policy and procedures sections must be submitted to the principal inspector (PI) for review and approval.

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

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

D105 . Air Carrier Emergency Evacuation Systems (EES) Maintenance Program Requirements

HQ Control: 06/05/2018
HQ Revision: 010

a. The certificate holder is authorized to conduct operations in air transportation provided the following conditions are met on a continuing basis:

(1) The certificate holder must ensure that all maintenance on emergency evacuation systems (EES) is performed in accordance with the certificate holder's Continuous Airworthiness Maintenance Program (CAMP) and its maintenance manual.

(2) The certificate holder must ensure that scheduled maintenance tasks and intervals ensure the continued serviceability and immediate readiness of such equipment for its intended emergency purpose.

(3) The certificate holder must ensure that scheduled maintenance is established for the purpose of determining that all components of the EES are complete and serviceable and may be expected to remain in this condition until the next scheduled maintenance check or actual use under emergency conditions.

(4) The certificate holder must ensure that an adequate organizational structure and competent, appropriately trained, qualified personnel, as well as appropriate and adequate facilities and equipment, are provided for the proper performance of any EES maintenance in accordance with the certificate holder's CAMP and maintenance manual.

(5) After any on-aircraft EES maintenance is performed, the certificate holder must ensure that an airworthiness release or logbook entry is prepared in accordance with 14 CFR Part 121, § 121.709.

(6) The certificate holder must ensure that its system, conforming to § 121.373, detects and identifies, as well as provides timely corrective action for, all deficiencies in those portions of its CAMP and maintenance manual related to EES, including report and recordkeeping systems.

(7) The certificate holder must have a means to ensure that each person who determines the adequacy of EES maintenance is appropriately trained and qualified; is fully informed in EES maintenance procedures and techniques and the use of existing, as well as new, equipment; and is competent to perform their duties.

(8) The certificate holder must have a system that tracks and evaluates, on a continuing basis, each failure of an EES required to be reported under § 121.703(a)(17). The system must also include provisions for timely corrective action of the root cause(s) involved in an EES failure that is required to be reported under § 121.703(a)(17).

(9) EES scheduled maintenance must be clearly identifiable in the maintenance time limitations.

b. The Certificate holder is authorized to operate the following aircraft equipped with EES by make/model/series (M/M/S), in Table 1 below:

Table 1- Aircraft Equipped with EES

Aircraft M/M/S
ERJ-190-200 IGW

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

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

E096 . Airplane Weighing **HQ Control: 11/21/2016**
HQ Revision: 03a

a. The following procedures have been established to maintain control of weight and balance of the certificate holder's 14 CFR Part 121 airplane(s) under the terms of these operations specifications. All airplane 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 airplane weights outlined in the certificate holder's empty weight and balance program for the airplane(s) listed in Table 1 below.

Table 1 – Individual Airplane Weights

Airplane M/M/S	Weighing Interval	Weight and Balance Control Program
ERJ-190-200 IGW	36 Months	Breeze Airways Weight and Balance Program Manual

c. The certificate holder is authorized under 14 CFR Part 121 § 121.153(b) to use fleet airplane weights outlined in the certificate holder's weight and balance control program for the airplane(s) listed in Table 2 below.

Table 2 – Fleet Airplane Weights

Airplane M/M/S	Weight Sampling Interval	Weight and Balance Control Program
ERJ-190-200 IGW	N/A	N/A

Note:Document references by volume, chapter, etc.

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

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

EXHIBIT A-2

DECLARATION OF SAFETY COMPLIANCE

STATE OF CONNECTICUT

COUNTY OF FAIRFIELD

I, Amir Nasruddin, gave personal knowledge of the facts contained herein and do declare as follows:

1. I am the duly elected Vice President Technical and Aircraft Programs of Breeze Aviation Group, Inc., and I am authorized to and do make this declaration for it.

2. All aircraft owned and leased by Breeze Aviation Group, Inc., have been certified by the Federal Aviation Administration and currently comply with all applicable Federal Aviation Administration safety standards under Part 121 as well as the noise standards of Part 36 of the Federal Aviation Regulations.

Pursuant to 28 U.S.C. § 1746, I declare under penalty of perjury that the foregoing is true and correct.

Dated: March 19th , 2021

Amir Nasruddin,
Vice President, Technical
& Aircraft Programs

Breeze Aviation Group, Inc.

EXHIBIT B

Office of the Secretary of Transportation

AGENCY DISPLAY OF ESTIMATED BURDEN

The public reporting burden for this collection of information is estimated to average 15-30 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, 1200 New Jersey Ave. S.E., 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 April 30, 2023

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, Air Transportation Division, electronically to: AFS-260-Insurance@faa.gov, or mail to: AFS-260, 800 Independence Ave., S.W., Washington, D.C., 20591 (See EXCEPTION)

EXCEPTION: For any insured that is located in the State of Alaska, file a signed original of this form with the Federal Aviation Administration, Air Transportation Division, electronically to: AFS-260-Insurance@faa.gov, or mail to: Anchorage Flight Standards Service Office, 949 E. 36th Avenue, Suite 600, Anchorage, Alaska 99503.

(Please type information, except signatures.)

THIS CERTIFIES THAT: See Attached Security Sheet
(Name of Insurer)

has issued a policy or policies of Aircraft Liability Insurance to BREEZE AVIATION GROUP, INC.

6340 South 3000 East, Suite 400, Salt Lake City, UT 84121 FAA Certificate Number: BAGA439Q
(Name, address and FAA Certificate number of Insured U.S. Air Carrier)

effective from December 8, 2020 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)*:

- [x] 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.*_____ 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. See Attached Security Sheet Amount of Coverage $ 750,000,000

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

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

Make and Model	FAA or Foreign Flag Registration No.

☑ 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)

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

See Attached Security Sheet
(Name of Insurer)

(Address)

(City, State, Zip Code)

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

(Area Code, Phone Number) / *(Area Code, Fax Number)*

(Email Address)

(Signature) / *(Date)*

Charles F. Engel and Associates, LLC
(Name of Broker, if applicable)

350 N. Orleans Street, #9000N
(Address)

Chicago, IL 60654
(City, State, Zip Code)

Matthew Stott
(Officer or authorized representative)

832.715.4700 /
(Area Code, Phone Number) *(Area Code, Fax Number)*

matthew.stott@cfeandassociates.com
(Email Address)

(Signature) 2/23/2021
(Date)

CHARLES F. ENGEL AND ASSOCIATES, LLC
350 N. Orleans Street, Suite #9000N, Chicago, IL 60654

Breeze Aviation Group, Inc.
SECURITY SHEET

POLICY TERM: 8 December 2020 to 8 December 2021, on both dates at 12:01 A.M. Local Standard Time at the address of the Named Insured.

HULL & LIABILITY INSURERS	**POLICY NUMBER**
Allianz Global Corporate & Security	A1AL000943220AM
Swiss Re International SE	273392.01.20/ 273392.02.20
Convex Insurance UK Limited	AN392N20A/B000
Sirius International Insurance Corporation	IDAV400403
La Reunion Aerienne	2020/61217
HDI Global Specialty SE	EEZ20HC0A1
Partner Reinsurance Ireland	F625882
Member Companies of USAIG	SIHL2-2812
Helvetia Liechtenstein	149751
Falls Lake National Insurance Company	ACQA FL-00332-01
AIG Aerospace	HL 013468528-01
Global Aerospace	349576/20
Starr Indemnity	SASLAMR63645620-01
Underwriters at Lloyd's of London and other Licensed Companies Per OneGlobal Broking London	ONEAV2095259

POLICY TERM: 8 December 2020 to 8 December 2021, on both dates at 12:01 A.M. Local Standard Time at the address of the Named Insured.

HULL WAR, HI-JACKING, AND OTHER PERILS INSURERS	**POLICY NUMBER**
Underwriters at Lloyd's of London and other Licensed Companies Per OneGlobal Broking London	ONEAV2095260

POLICY TERM: 8 December 2020 to 8 December 2021, on both dates at 12:01 A.M. Local Standard Time at the address of the Named Insured.

EXCESS AVN52E AVIATION LIABILITIES INSURERS	**POLICY NUMBER**
Underwriters at Lloyd's of London and other Licensed Companies Per OneGlobal Broking London	ONEAV2095261

SEVERAL LIABILITY NOTICE

The subscribing insurers' obligations under contracts of insurance to which they subscribe are several and not joint and are limited solely to the extent of their individual subscriptions. The subscribing insurers are not responsible for the subscription of any co-subscribing insurer who for any reason does not satisfy all or part of its obligations.
LSW 1001 (Insurance)

EXHIBIT C-1

QUESTIONNAIRE
INDIVIDUALS
Department of Transportation Inquiry for
Breeze Aviation Group, Inc. ("Breeze")

Key personnel include Directors, the President, Chief Executive Officer, Chief Operating Officer, all Vice Presidents, the Director and Supervisor of Operations, Safety, Maintenance and Finance, Chief Pilot and Chief Inspector. Key personnel also includes any other key officials who may not be involved with the day-to- day operation of Breeze Aviation Group, Inc., but who are primary stockholders and/or whose influence on the actions or policies of Breeze is, or potentially could be, substantial.

In answering these questions, a "substantial interest" is defined as the beneficial control of 10% or more of the outstanding voting stock of Breeze.

For each key person listed above, please state:

1. Your name and address:

John Rodgerson

Av. Marcos Penteado de Ulhôa Rodrigues, 939 – Edif. Castelo Branco Office Park – Torre Jatobá 9ºandar – 06460-040 - Barueri – SP - Brazil

2. Please provide a detailed resume setting forth your experience. The resume should have no gaps in time between jobs or should explain your activities (consultant, etc.) during the gaps.

John Rodgerson is the CEO of Azul Brazilian Airlines. He started the company in 2008 and was a key driver of its development over the last 10 years. Under the leadership of David Neeleman and John Rodgerson, Azul has become the largest airline in Brazil by number of cities, serving more than 100 destinations in the country. With over US$2.5 billion in annual revenue and more than 13,000 crewmembers, Azul has been rated by Trip Advisor as the best airline in the world. John played a key role in developing Azul's original business plan, its strong corporate culture, and differentiated customer experience. Prior to becoming Azul's CEO in 2017, John was the airline´s CFO, responsible for raising over US$ 1 billion in capital and leading its IPO, with simultaneous listings at the New York Stock Exchange and the São Paulo Exchange. Prior to joining Azul, John served as Director of Planning and Financial Analysis at JetBlue from 2003 to 2008, where he fell in love with the airline sector. Before JetBlue, he worked for IBM Global Services. John holds a bachelor's degree in Finance from Brigham Young University. John has been living in Brazil for the past 10 years, and besides his busy schedule as Azul's CEO he volunteers as an English teacher. He is happily married with Brooke and together they have three sons.

3. The number of shares of stock held by you.

4. The citizenship and principal business of any person for whose account, if other than you individually, you hold such interest:

5. Your citizenship:

US Citizen

6. Please state the officerships, directorships, shares of stock (if 10% or more) of the tota lvoting stock outstanding and other interests you hold, or have held, (include the information for any person you may represent) in any air carrier, foreign air carrier, common carrier, persons substantially engaged in the business of aeronautics or persons whose principal business (in purpose or in fact) is the holding of stock in or control of any air carrier, common carrier, or persons substantially engaged in the business of aeronautics:

Chief Executive Officer of Azul

7. If you are related by blood or marriage to any key personnel or a person holding a substantial interest, please state that relationship:

8. Please list all actions and outstanding judgments for more than $5,000 against you or any person you represent, including the amount of each such judgment, the party to whom it is payable, and how long it has been outstanding:

None

9. Please list the number of actions and outstanding judgments of less than $5,000 against you or any person you represent, including the total amount owed on each such judgment:

None

10. Please list all pending investigations, enforcement actions or formal complaints filed by the Department of Transportation, including the FAA, involving you, any person you may represent regarding compliance with the Federal Aviation Act or orders, rules, regulations or requirements issued pursuant to the statute and any corrective actions taken:

None

11. Please provide a description of all charges of unfair, deceptive or anticompetitive business practices or of fraud, felony or antitrust violations brought against you or any person you represent, in the past ten (10) years. The description should include the disposition and current status of each such proceeding:

None

12. Please describe any aircraft accident or incidents experienced by you or any person you represent which remains under investigation by the FAA, the NTSB, or by any other entity. Include the date of the occurrence, the type of flight, the number of passengers and crew on board and an enumeration of injuries or fatalities, and a description of the damage to the aircraft. Provide the FAA and NTSB file numbers and the status of the investigations, including enforcement actions initiated against the carrier and/or you. Also include any positive actions taken to prevent an occurrence of similar events.

None

Signature: 

Print name: JOHN PETER RODGERSON

Dated: 2/24/21

EXHIBIT C-2

QUESTIONNAIRE
INDIVIDUALS
Department of Transportation Inquiry for
Breeze Aviation Group, Inc. ("Breeze")

Key personnel include Directors, the President, Chief Executive Officer, Chief Operating Officer, all Vice Presidents, the Director and Supervisor of Operations, Safety, Maintenance and Finance, Chief Pilot and Chief Inspector. Key personnel also includes any other key officials who may not be involved with the day-to- day operation of Breeze Aviation Group, Inc., but who are primary stockholders and/or whose influence on the actions or policies of Breeze is, or potentially could be, substantial.

In answering these questions, a "substantial interest" is defined as the beneficial control of 10% or more of the outstanding voting stock of Breeze.

For each key person listed above, please state:

1. Your name and address:

   John Varley
   Chief People Officer and General Counsel
   Breeze Aviation Group, Inc.
   6340 S 3000 E, Suite 400
   Cottonwood Heights, UT 84121

2. Please provide a detailed resume setting forth your experience. The resume should have no gaps in time between jobs or should explain your activities (consultant, etc.) during the gaps.

   John Varley is the Chief People Office and General Counsel at Breeze Aviation Group, Inc. He started this position on March 1, 2021. Prior to Breeze, Mr. Varley served as Senior Vice President – Chief Administrative Officer & General Counsel at ExpressJet Airlines LLC, a United Airlines regional carrier, for 1.75 years. At ExpressJet, Mr. Varley was responsible for the Human Resources, Information Technology, and Law Departments. Prior to ExpressJet, Mr. Varley served as Senior Vice President & General Counsel at Virgin America, Inc., a position he held for 6.5 years. During his time at Virgin America, Mr. Varley was responsible for all legal matters, including a variety of aviation regulatory matters before the Department of Transportation and the Federal Aviation Administration. Prior to Virgin America, Mr. Varley spent 22 years in the Law Department at Delta Air Lines, Inc., where he served as Vice President – Deputy General Counsel. At Delta, Mr. Varley was responsible for commercial transactions, litigation, compliance programs, and regulatory matters, including proceedings before the Department of Transportation.

3. The number of shares of stock held by you.

   None

4. The citizenship and principal business of any person for whose account, if other than you individually, you hold such interest:

   N/A

5. Your citizenship:

   USA

6. Please state the officerships, directorships, shares of stock (if 10% or more) of the total voting stock outstanding and other interests you hold, or have held, (include the information for any person you may represent) in any air carrier, foreign air carrier, common carrier, persons substantially engaged in the business of aeronautics or persons whose principal business (in purpose or in fact) is the holding of stock in or control of any air carrier, common carrier, or persons substantially engaged in the business of aeronautics:

   Officer: Chief People Officer and General Counsel, Breeze Aviation Group, Inc.

7. If you are related by blood or marriage to any key personnel or a person holding a substantial interest, please state that relationship:

   N/A

8. Please list all actions and outstanding judgments for more than $5,000 against you or any person you represent, including the amount of each such judgment, the party to whom it is payable, and how long it has been outstanding:

   None

9. Please list the number of actions and outstanding judgments of less than $5,000 against you or any person you represent, including the total amount owed on each such judgment:

   None

10. Please list all pending investigations, enforcement actions or formal complaints filed by the Department of Transportation, including the FAA, involving you, any person you may represent regarding compliance with the Federal Aviation Act or orders, rules, regulations or requirements issued pursuant to the statute and any corrective actions taken:

    None

11. Please provide a description of all charges of unfair, deceptive or anticompetitive business practices or of fraud, felony or antitrust violations brought against you or any person you represent, in the past ten (10) years. The description should include the disposition and current status of each such proceeding:

None

12. Please describe any aircraft accident or incidents experienced by you or any person you represent which remains under investigation by the FAA, the NTSB, or by any other entity. Include the date of the occurrence, the type of flight, the number of passengers and crew on board and an enumeration of injuries or fatalities, and a description of the damage to the aircraft. Provide the FAA and NTSB file numbers and the status of the investigations, including enforcement actions initiated against the carrier and/or you. Also include any positive actions taken to prevent an occurrence of similar events.

None

Signature: 

Print name: John Varley

Dated: March 8, 2021

EXHIBIT D-1

CHASE

05/13/2021

Lauralyn J. Remo
Chief, Air Carrier Fitness Division
Office of Aviation Analysis
Office of the Secretary
Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: BREEZE AVIATION GROUP, INC.

Dear Ms. Remo:

This letter is being delivered to you to provide information on the Company's banking relationship with JPMorgan Chase Bank, N.A (the "Bank").

We can hereby confirm that BREEZE AVIATION GROUP, INC has maintained accounts at the Bank since August 2017 and has operated the accounts in a satisfactory manner. The company currently maintains $27,000,000 in total deposits.

Please be advised that this letter refers only to facts as they exist as of the date of this letter and the Bank shall have no duty or obligation to inform the addressee hereof of any future changes in such facts. This letter is solely for the benefit of the addressee hereof for the referenced purpose, and may not be relied on by any other person or for any other purpose.

Sincerely,

Ascencion A Vera
Vice President Commercial Banker
JPMorgan Chase Bank, N.A.
201 S Main St Floor 03, Salt Lake City, UT 84111-2215
801-715-9206
ascencion.a.vera@chase.com

EXHIBIT D-2

UBS Financial Services Inc.
One North Wacker Drive
Suite 3300
Chicago, IL 60606

ubs.com/fs

Confirmation

Breeze Aviation Group, Inc.
6340 S. 3000 E, Suite 400
Cottonwood Heights, UT 84121-5572

May 13, 2021

Confirmation: Information regarding the account of Breeze Aviation Group, Inc.

The following client has requested UBS Financial Services Inc. to provide you with a letter of reference to confirm their banking relationship with our firm.

To whom it may concern:

Breeze Aviation Group, Inc. has been a valued client of ours since January 4, 2021 and as of the close of business on May 12, 2021 the Breeze Aviation Group, Inc. account has a total value of approximately $29,887,856.

Please be aware this account is a securities account not a "bank" account. Securities, mutual funds and other non-deposit investment products are not FDIC-insured or bank guaranteed and are subject to market fluctuation. The assets in the account, including cash balances, have been pledged to a financial institution as collateral and may also be subject to the risks of withdrawal and transfer. The above-referenced account value may reflect assets not held at UBS.

Questions
If you have any questions about this information, please contact Adriana Serna at 312-525-7507.

UBS Financial Services is a member firm of the Securities Investor Protection Corporation (SIPC).

cc: Breeze Aviation Group, Inc.