

Table of Contents

Part A

	HQ CONTROL DATE	EFFECTIVE DATE	AMENDMENT NUMBER
001 Issuance and Applicability	09/26/2023	10/24/2023	9
002 Definitions and Abbreviations	04/25/2018	07/01/2020	12
003 Aircraft Authorization	03/10/2011	06/24/2024	28
004 Summary of Special Authorizations and Limitations	08/03/2001	04/26/2024	34
006 Management Personnel	09/08/2021	05/31/2024	24
007 Other Designated Persons	12/19/2006	05/31/2024	23
008 Operational Control	01/28/2019	01/14/2022	4
009 Airport Aeronautical Data	12/05/1997	02/02/2006	1
010 Aviation Weather Information	10/06/2020	01/14/2022	9
014 Special En Route IFR Operations in Class G Airspace	08/09/2002	11/23/2015	0
018 Scheduled Passenger Helicopter Operations	08/09/2000	11/22/2017	0
025 Electronic Signatures, Electronic Recordkeeping Systems and Electronic Manual Systems	06/22/2016	03/18/2024	4
041 Authorization for 14 CFR Part 135 Airplane Operators to Conduct a Pretakeoff Contamination Check	02/10/1998	01/14/2022	1
050 Helicopter Night Vision Goggle Operations (HNVGO)	04/20/2022	08/22/2022	1
055 Carriage of Hazardous Materials (HazMat)	07/06/2023	02/20/2024	8
061 Electronic Flight Bag (EFB) Program	11/07/2017	10/20/2023	6
096 Actual Weight Program For All Aircraft	06/11/2020	10/20/2023	9
449 Antidrug and Alcohol Misuse Prevention Program	07/17/2009	04/25/2017	2
999 ICAO-Compliant Air Operator Certificate	12/01/2009	06/01/2016	0

Table of Contents

Part B

	HQ CONTROL DATE	EFFECTIVE DATE	AMENDMENT NUMBER
030 IFR Navigation Using GPS/WAAS RNAV Systems	03/21/2003	10/20/2023	2
031 Areas of En Route Operation	02/09/2001	02/29/2016	3
032 En Route Limitations and Provisions	03/24/2009	11/23/2015	0
034 IFR Class I Terminal and En Route Navigation Using Area Navigation Systems	12/04/2010	10/20/2023	2
036 Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems (M-LRNS)	03/07/2016	10/20/2023	2
050 Authorized Areas of En Route Operations, Limitations, and Provisions	09/12/1997	11/27/2017	3
450 Sensitive International Areas	09/27/2017	01/14/2022	1

Table of Contents

Part C

	HQ CONTROL DATE	EFFECTIVE DATE	AMENDMENT NUMBER
051 Terminal Instrument Procedures	09/12/2012	12/19/2019	0
052 Straight-in Non-Precision, APV, and Category I Precision Approach and Landing Minima – All Airports	12/14/2020	10/27/2023	1
054 Special Limitations and Provisions for Instrument Approach Procedures and Instrument Flight Rules Landing Minimums	11/28/2017	12/19/2019	0
057 IFR Takeoff Minimums, 14 CFR Part 135 Airplane Operations - All Airports	01/13/2000	12/19/2019	0
064 Terminal Area IFR Operations in Class G Airspace and at Airports Without an Operating Control Tower-- Nonscheduled Passenger and All-Cargo Operations	12/17/2003	12/19/2019	0
079 IFR Lower Than Standard Takeoff Minima, 14 CFR Part 135 Airplane Operations - All Airports	12/09/2016	01/29/2020	0

Table of Contents

Part D

	HQ CONTROL DATE	EFFECTIVE DATE	AMENDMENT NUMBER
072 Aircraft Maintenance - Continuous Airworthiness Maintenance Program (CAMP) Authorization	10/25/2018	10/20/2023	3
073 Approved Aircraft Inspection Program (AAIP)	09/09/2015	07/09/2024	10
084 Special Flight Permit with Continuous Authorization to Conduct Ferry Flights	02/03/2011	03/04/2016	0
085 Aircraft Listing	02/06/1998	07/09/2024	75
089 Maintenance Time Limitations Section	08/15/1997	10/20/2023	2
093 Helicopter Night Vision Goggle Operations (HNVGO) Maintenance Program	07/14/2011	10/20/2023	1
095 Minimum Equipment List (MEL) Authorization	06/14/2013	10/20/2023	16
101 Additional Maintenance Requirements - Aircraft Engine, Propeller, and Propeller Control (Governor)	09/09/2015	01/14/2022	0
102 Additional Maintenance Requirements - Rotorcraft	04/19/2001	05/30/2019	15
104 Additional Maintenance Requirements - Emergency Equipment	05/10/2004	02/02/2006	2

Table of Contents

Part E

	HQ CONTROL DATE	EFFECTIVE DATE	AMENDMENT NUMBER
096 Aircraft Weighing	11/21/2016	10/27/2023	2

Table of Contents

Part H

	HQ CONTROL DATE	EFFECTIVE DATE	AMENDMENT NUMBER
101 Terminal Instrument Procedures - Helicopter	06/07/2002	11/23/2015	0
102 Basic Instrument Approach Procedure Authorizations - All Airports	11/22/2000	03/01/2016	0
103 Straight-In Category I Non-Precision Approach Procedures - All Airports	11/22/2000	11/23/2015	0
105 Alternate Airport IFR Weather Minimums	12/19/2019	07/01/2020	1
106 IFR Standard Takeoff Minimums, Helicopter Operations	10/17/2002	11/23/2015	0
112 Instrument Approach Operations Using an Area Navigation System	06/26/1998	02/29/2016	0
Special Terminal Area IFR Rotorcraft Operations in Class			
113 G Airspace--Nonscheduled Passenger and All-Cargo Operations	11/08/1999	11/23/2015	0
116 IFR Lower Than Standard Takeoff Minimums, Helicopter Operations	04/15/2002	11/23/2015	0
117 Straight-in Category I Precision Instrument Approach Procedures - All Airports	11/22/2000	11/23/2015	0
118 Category I IFR Landing Minimums - Circle-to-Land Approach Maneuver	11/22/2000	11/23/2015	0
119 Category I Contact Approach Procedures	11/22/2000	11/23/2015	0
120 Airports Authorized for Scheduled Helicopter Operations	08/14/2000	11/30/2017	1
122 Special Instrument Procedures for Rotorcraft Operations	02/03/2016	01/25/2024	10

A001 . Issuance and Applicability

HQ Control: 09/26/2023

HQ Revision: 030

a. These operations specifications are issued to Maritime Helicopters, Inc, whose principal base of operation is located at:

Primary Business Address:
3520 FAA Road
Homer, Alaska 99603

Mailing Address:
3520 FAA Road
Homer, Alaska 99603

The holder of these operations specifications is the holder of Air Carrier Certificate Number ENRA619D and shall hereafter be referred to as the certificate holder. The certificate holder is authorized to conduct:

Commuter/On Demand	operations in	Common	carriage pursuant to Title 14 Code of Federal Regulations (CFR) Section	119.25(a) and (b) - Rotorcraft Commuter and On-Demand	and provided, at all times, the certificate holder has appropriate written economic authority issued by the Department of Transportation.
On Demand	operations in	Common	carriage pursuant to Title 14 Code of Federal Regulations (CFR) Section	119.21(a)(5) - On-Demand	and provided, at all times, the certificate holder has appropriate written economic authority issued by the Department of Transportation.

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

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

c. The certificate holder is authorized to use only the business name which appears on the certificate to conduct the operations described in subparagraph a.

d. The certificate holder is authorized to conduct flights under 14 CFR Part 91 for crewmember

training, maintenance tests, ferrying, repositioning, and the carriage of company officials using the applicable authorizations in these operations specifications, without obtaining a Letter of Authorization (LOA), provided the flight does not involve the carriage of persons or property for compensation or hire.

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1. Issued by the Federal Aviation Administration.
 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: 11e

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

<u>Term or Terms</u>	<u>Definition</u>
<u>Agent(s)</u>	The significance of the words “agent” and “agents” as used in these operations specifications is that the certificate holder is the principal and that the certificate holder is accountable and liable for the acts or omissions of each of its agent or agents.
<u>Air Ambulance Aircraft</u>	An aircraft used in air ambulance operations. The aircraft must be equipped with at least medical oxygen, suction, and a stretcher, isolette, or other approved patient restraint/containment device. The aircraft need not be used exclusively as an air ambulance aircraft and the equipment need not be permanently installed.
<u>Air Ambulance Operations</u>	(a) Air transportation of a person with a health condition that requires medical personnel as determined by a health care provider; or (b) Holding out to the public as willing to provide air transportation to a person with a health condition that requires medical personnel as determined by a health care provider including, but not limited to, advertisement, solicitation, association with a hospital or medical care provider and (c) Uses an air ambulance aircraft, either fixed wing or helicopter.
<u>Airways Navigation Facilities</u>	Airways navigation facilities are those ICAO Standard Navigation Aids (VOR, VOR/DME, and/or NDB) which are used to establish the en route airway structure within the sovereign airspace of ICAO member states. These facilities are also used to establish the degree of navigation accuracy required for air traffic control and Class I navigation within that airspace.
<u>Approved Unit Load Device (ULD) Cargo</u>	Cargo loaded into a ULD, as defined by National Aerospace Standard (NAS) 3610, SAE Aerospace Standard (AS) 36100, Technical Standard Order (TSO) - C90, or other approval standards, that is approved for carriage within the airplane as specified in the Airplane Flight Manual / Weight and Balance Manual approved by the type certificate or supplemental type certificate
<u>Authority</u>	A power that a person is vested with.
<u>Auto Flight Guidance</u>	Aircraft systems, such as an autopilot, auto throttles, displays, and

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

includes en route flight operations over routes designated with an "MEA GAP" (or ICAO equivalent). En route flight operations conducted within these areas are defined as "Class I navigation" operations irrespective of the navigation means used. Class I navigation includes operations within these areas using pilotage or any other means of navigation which does not rely on the use of VOR, VOR/DME, or NDB.

Class II Navigation

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

Cockpit Display of
Traffic Information
(CDTI)

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

Decision Altitude
(Height)

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

Dual-Certificated-
Noise Compliance

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

Duty

A task or function a person must do.

Fault Detection and
Exclusion (FDE)

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

Flight Management
Systems (FMS)

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

monitoring.

Free Flight

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

Global Position
System (GPS)
Landing System
(GLS)

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

Helicopter
Emergency Medical
Service

Helicopter emergency medical service (HEMS) is:

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

ILS-PRM

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

Imported Airplane-
Noise Compliance

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

JAA JAR-OPS-1

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

Localizer-Type

See definition of SOIA.

Directional Aid
(LDA) PRM

Lease

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

Life Vest, Non-Quick-Donning

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

Life Vest, Quick-Donning

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

Local Flying Area

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

Major Contract Training

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

Medical Crewmember

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

Minimum Descent Altitude (Height)

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

<u>Operational Service Volume</u>	The Operational Service Volume is that volume of airspace surrounding a NAVAID which is available for operational use and within which a signal of usable strength exists and where that signal is not operationally limited by co-channel interference. Operational Service Volume includes all of the following: (1) The officially designated Standard Service Volume excluding any portion of the Standard Service Volume which has been restricted. (2) The Expanded Service Volume. (3) Within the United States, any published instrument flight procedure (victor or jet airway, SID, STAR, SIAP, or instrument departure). (4) Outside the United States, any designated signal coverage or published instrument flight procedure equivalent to U.S. standards.
<u>Outsourced Training</u>	Any training, testing, or checking activity which an air carrier certificate holder provides by way of a contract arrangement with another party.
<u>Parabolic Flight Operations</u>	Parabolic flight operations are aerobatic maneuvers in which the aircraft is intentionally pitched in excess of 30 degrees above and 30 degrees below the horizon in a repeated fashion for the specific purpose of exposing the participants to reduced or zero gravity conditions.
<u>Planned Redispach or ReRelease EnRoute</u>	The term "planned redispach or rerelease en route" means any flag operation (or any supplemental operation that includes a departure or arrival point outside the 48 contiguous United States and the District of Columbia) that is planned before takeoff to be redispached or rereleased, in accordance with 14 CFR 121.631(f), at a predetermined point along the route of flight to an airport other than that specified in the original dispatch or flight release.
<u>Polar Area (North)</u>	The north polar area of operations is that area that lies north of latitude N 78° 00'.
<u>Qualified Local Observer</u>	A person who provides weather, landing area, and other information as required by the operator, and has been trained by the operator under a training program approved by the Principal Operations Inspector.
<u>Raw Terrain</u>	Raw terrain is devoid of any person, structure, vehicle or vessel.
<u>Receiver Autonomous Integrity Monitoring (RAIM)</u>	RAIM is a function that considers the availability of satisfactory signal integrity broadcasted from the particular GPS satellites used during a given flight. Onboard GPS navigators accomplish this automatically as the aircraft proceeds along its route. When insufficient signal integrity is detected an alarm is provided to the flightcrew. Using the predictive RAIM software flightcrews and dispatchers know in advance whether or not suitable GPS navigation will be available throughout the flight. This predictive information may also be determined during flight planning by contacting an FAA Flight Service Station.
<u>Reliable Fix</u>	A "reliable fix" means station passage of a VOR, VORTAC, or NDB. A

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

Required Navigation
Performance (RNP)

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

Required Navigation
Performance (RNP)
Time Limit

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

Required Navigation
Performance (RNP)
Type

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

Responsibility

Something a person is accountable for.

RNAV (GPS) PRM

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

Runway

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

Simultaneous Offset
Instrument Approach
(SOIA)

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

Special Cargo

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

Sustainable Transfer

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

VFR Station-
Referenced Class I
Navigation

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

Wide Area
Augmentation System
(WAAS)

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

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

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

A003 . Aircraft Authorization

HQ Control: 03/10/2011

HQ Revision: 02h

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

M/M/S	Type Section 119	Operation Configuration	Class/Category Operation	En Route	Condition of Flight
BHT-206-L1	119.25(a) and (b) - Rotorcraft Commuter and On-Demand	PAX and Cargo	HEL	VFR	Day/Night
BHT-206-L4	119.25(a) and (b) - Rotorcraft Commuter and On-Demand	PAX and Cargo	HEL	VFR	Day/Night
BHT-407-407	119.25(a) and (b) - Rotorcraft Commuter and On-Demand	PAX and Cargo	HEL	VFR	Day/Night
BHT-412-412	119.25(a) and (b) - Rotorcraft Commuter and On-Demand	PAX and Cargo	HEL	IFR/VFR	Day/Night
BO-105S-CBS4	119.25(a) and (b) - Rotorcraft Commuter and On-Demand	PAX and Cargo	HEL	VFR	Day/Night
PA-32-300	119.21(a)(5) - On-Demand	PAX and Cargo	SEL	VFR	Day/Night

U.S. Department
of Transportation
Federal Aviation
Administration

Operations Specifications

1. Issued by the Federal Aviation Administration.
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 special en route IFR operations in Class G airspace.	A014
Conduct scheduled passenger helicopter operations.	A018
Use the electronic signatures, electronic recordkeeping systems, or electronic manual system listed in A025.	A025
Conduct a pretakeoff contamination check during ground icing conditions for Part 135 operators.	A041
Conduct helicopter night vision goggle operations.	A050
Accept, handle, and carry materials regulated as Hazardous Materials (HazMat).	A055
Use an Electronic Flight Bag (EFB) in the aircraft as part of an authorized EFB Program.	A061
Use only actual passenger and baggage weights (no combinations of average and actual weights) for all its aircraft	A096
Issue an International Civil Aviation Organization (ICAO) air operator certificate (AOC) through the Operations Safety System (OPSS).	A999
Conduct IFR en route RNAV operations in the State of Alaska using TSO C145a/C146a GPS/WAAS RNAV systems as the only means of IFR navigation IAW SFAR 97.	B030
Conduct IFR en route operations.	B032
Conduct Class I navigation using an area navigation system.	B034
Conduct Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems (M-LRNS).	B036
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 terminal instrument operations using specific procedures and landing minima for airplanes.	C051
Conduct operations using basic instrument approach procedures for airplanes.	C052
Conduct IFR approach procedures using special IFR landing minimums for airplanes.	C054
Use IFR takeoff minimums, 14 CFR Part 135 airplane operations - all airports.	C057
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 14 CFR Part 135 IFR airplane operations using lower than standard takeoff minima.	C079
Conduct continuous airworthiness maintenance programs.	D072
Use an approved aircraft inspection program (AAIP).	D073
Conduct ferry flights under special flight permits with continuing authorization.	D084

Use maintenance time limitations for operators without a reliability program.	D089
Use an approved maintenance program for helicopter night vision goggle operations.	D093
Use an FAA-approved Minimum Equipment List (MEL).	D095
Use aircraft with nine or less passenger seats with the additional maintenance requirements of 14 CFR Section 135.421 applicable for aircraft engine, propeller, and propeller control (governor).	D101
Use aircraft with nine or less passenger seats with the additional maintenance requirements of 14 CFR Section 135.421 applicable for rotorcraft operations.	D102
Use aircraft with nine or less passenger seats with the additional maintenance requirements of 14 CFR Section 135.421 applicable for emergency equipment.	D104
Use weight and balance control procedures.	E096
Conduct terminal flight operations under instrument flight rules - helicopter.	H101
Conduct operations using basic instrument approach procedures for helicopters.	H102
Conduct category I IFR landings other than airborne radar approaches - helicopter.	H103
Use alternate airport IFR weather minimums - helicopter.	H105
Conduct helicopter operations using standard takeoff minimums under Part 135.	H106
Conduct helicopter approach operations using an area navigation system.	H112
Conduct nonscheduled passenger and all-cargo (scheduled and nonscheduled) special terminal area IFR rotorcraft operations in Class G airspace.	H113
Conduct helicopter operations using lower than standard takeoff minimums under Part 135.	H116
Conduct helicopter Category I, ILS, MLS, or GLS approach procedures with specific IFR landing minimums.	H117
Conduct helicopter circle-to-land maneuvers using IFR Category I landing minimums.	H118
Conduct helicopter contact approaches using IFR Category I landing minimums.	H119
Conduct operations in authorized airports for scheduled operations - helicopter.	H120
Conduct special instrument approach procedure, departure procedure and standard terminal arrival (STAR) rotorcraft operations specified in operations specification H122.	H122

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

	Reference Paragraphs
Conduct operations under certain exemptions and/or deviations.	A005
Use an approved carry-on baggage program.	A011
Conduct extended overwater turbojet operations without required emergency equipment.	A013
Use an autopilot in lieu of a second-in-command.	A015
Use an approved security program in helicopter operations.	A017
Use automotive gasoline as aircraft fuel.	A019

Conduct Part 135 airplane operations without instrument-rated pilots.	A020
Conduct helicopter air ambulance operations in accordance with 14 CFR Part 135.	A021
Use an approved exit row seat program.	A022
Determine ground icing conditions for the purpose of flight [using an approved deicing/anti-icing procedure IAW CFR Section 135.227(b)(3)].	A023
Conduct airplane air ambulance operations under 14 CFR Part 135.	A024
Conduct Land and Hold Short Operations (LAHSO) at designated airports and specified runway configurations as identified by Air Traffic Services in Notice 7110.118, Appendix 1.	A027
Conduct aircraft wet lease arrangements.	A028
Use an aircraft interchange agreement under 14 CFR Section 119.49.	A029
Make arrangements with training centers and other organizations for certificate holder training in accordance with 14 CFR Section 135.324.	A031
Adopt flight crewmember flight time limitations rules to establish flight attendant duty & flight time limitations & rest restrictions.	A032
Conduct certain CFR Part 135 operations in accordance with flight and rest time limitations under 14 CFR Sections 135.261 through 135.273.	A033
Conduct operations using an approved Advanced Qualification Program in accordance with 14 CFR Part 121, Subpart Y, subsection 121.901 - 121.925.	A034
Conduct commuter and on-demand operations as a basic Part 135 operator IAW the deviation provisions of Section 135.21(a), and 135.341(a).	A037
Conduct on-demand operations as a basic 14 CFR Part 135 operator IAW the deviation provisions of Sections 135.21(a), 119.69(b), and 135.341(a).	A038
Conduct single pilot-in-command operations as a Part 135 operator IAW the deviation provisions of Section 135.21(a), 119.69(b), and 135.341(a).	A039
Conduct operations as a single pilot operator.	A040
Conduct Part 135 aircraft operations without a deicing/anti-icing procedure.	A042
Conduct Single Engine IFR (SEIFR) Passenger-Carrying Operations Under CFR Part 135.	A046
Conduct enroute ANVG operations and any additional authorized ANVG operations in accordance with 14 CFR Part 135 and the limitations and provisions of Operations Specification A051.	A051
Conduct data link communications.	A056
Conduct "eligible on-demand operations" as defined in and in accordance with 14 CFR Section 135.4.	A057
Use multiengine airplanes or single-engine turbine-powered airplanes under an SIC Professional Development Program (PDP).	A062
Use an approved flightcrew member certificate verification plan in accordance with 14 CFR Part 135, § 135.95(b).	A063
Use any combination of actual, standard average, or survey-derived average weights in its small cabin aircraft.	A097
Use any combination of actual, standard average, or survey-derived average weights for its medium cabin aircraft.	A098

Use any combination of actual, standard average, or survey-derived average weights for its large cabin aircraft.	A099
Use standardized and supporting instructor/check pilot curricula under contract or agreement with 14 CFR Part 142 training centers authorized to offer these curricula in accordance with 14 CFR Part 135, § 135.324.	A131
Conduct Part 135 rotorcraft operations without the radio altimeter equipment required by 14 CFR Part 135, §135.160(a), under a deviation as provided in §135.160(b) and in accordance with the limitations and provisions of LODA A160.	A160
Conduct the Airline Transport Pilot (ATP) Certification Training Program (CTP), required by 14 CFR Part 61, §61.156 for all ATP applicants, subject to the conditions and limitations in OpSpec A304.	A304
Conduct flight operations within the territory and airspace of Iraq in accordance with a grant of exemption from SFAR 77.	A320
Conduct airplane operations using a Liquid Water Equivalent System (LWES).	A323
Allow persons eligible under 14 CFR Section 121.547(a)(3) access to the flightdeck using the CASS program and/or the FDAR program IAW the limitations and provisions of A348.	A348
Conduct In-Trail Procedures (ITP) using Automatic Dependent Surveillance-Broadcast IN (ADS-B IN).	A354
Use ADS-B In equipment and procedure(s) as specified in operations specification A355.	A355
Suspend its liability insurance due to seasonal operations.	A501
Use the air carrier merger and/or acquisition plan.	A502
Conduct the Airline Transport Pilot (ATP) Certification Training Program (CTP), required by 14 CFR Part 61, §61.156 for all ATP applicants, subject to the conditions and limitations in OpSpec A504.	A504
Conduct operations into the Democratic Peoples Republic of Korea (DPRK).	A519
Conduct civil flight operations in the Baghdad Flight Information Region (FIR) (ORBB) at altitudes below Flight Level (FL) 320 under a contract or subcontract, grant, or cooperative agreement with the sponsoring U.S. Government Department, Agency, or Instrumentality.	A530
Conduct flight operations in accordance with SFAR No. 112, 14 CFR Part 91, § 91.1603, in the Tripoli (HLLL) FIR under a contract or subcontract, grant, or cooperative agreement with the sponsoring U.S. Government Entity.	A532
Conduct flight operations in accordance with SFAR No. 107, 14 CFR Part 91, § 91.1613 in the territory and airspace of Somalia at altitudes below FL260 under a contract or subcontract, grant, or cooperative agreement with the sponsoring U.S. Government Entity.	A533
Conduct flight operations in accordance with SFAR No. 114, 14 CFR Part 91, § 91.1609, in the Damascus (OSTT) FIR under a contract or subcontract, grant, or cooperative agreement with the sponsoring U.S. Government Entity.	A535
Conduct flight operations in accordance with SFAR 115, 14 CFR Part 91, § 91.1611, in the specified areas of the Sanaa (OYSC) FIR, under a contract or subcontract, grant, or cooperative agreement with the sponsoring U.S. Government Entity.	A536
Conduct operations using approved driftdown or fuel dumping procedures.	B029

Conduct Class I navigation in the U.S. Class A airspace using an area or long-range navigation system.	B035
Conduct operations in Central East Pacific (CEP) airspace.	B037
Conduct operations in North Pacific (NOPAC) airspace.	B038
Conduct operations in North Atlantic High Level Airspace (NAT HLA).	B039
Conduct operations in areas of magnetic unreliability.	B040
Conduct extended overwater operations using a single long-range communication system (S-LRCS).	B045
Conduct operations in reduced vertical separation minimum (RVSM) airspace.	B046
Conduct air tour operations below an altitude of 1,500 feet AGL in the State of Hawaii.	B048
Conduct operations in the Grand Canyon National Park Special Flight Rules Area (GCNP-SFRA).	B049
Conduct Oceanic and Remote Airspace Navigation Using a Single Long-Range Navigation System	B054
Conduct north polar operations.	B055
Conduct 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 extended operations (ETOPS) in passenger-carrying airplanes with more than two-engines.	B344
Conduct the specified EFVS operations under 14 CFR Part 91, § 91.176, in accordance with the limitations and provisions in C048.	C048
Use a destination airport analysis program.	C049
Derive alternate airport weather minimums from the standard table for airplanes.	C055
Conduct foreign terminal instrument procedures with special restrictions for airplanes.	C058
Conduct airplane SA CAT I instrument approach and landing operations.	C059
Conduct CAT II, or CAT II and CAT III instrument approach and landing operations in accordance with operations specification C060.	C060
Use flight control guidance systems for airplane automatic landing operations other than Categories II and III.	C061
Use manually flown flight control guidance systems certified for airplane landing operations.	C062
Conduct IFR area navigation (RNAV 1) and/or RNP 1 instrument departure procedures (DPs): RNAV 1 and/or RNP 1 Standard Terminal Arrivals Routes (STARs) published in accordance with 14 CFR Part 97; and/or tailored arrivals (TA).	C063
Use powerplant reversing systems for rearward taxi in specific airplane operations.	C065
Operate airplanes with special airport authorizations, provisions, and limitations.	C067
Conduct noise abatement departure profile operations with its subsonic turbojet-powered airplanes over 75,000 pounds gross takeoff weight.	C068
Conduct scheduled passenger and cargo operations at authorized airports.	C070

Use autopilot minimum use altitudes/heights in accordance with 14 CFR Part 135, § 135.93 and the limitations and provisions of operations specification C071.	C071
Conduct engine-out departure procedures with approved 10-minute takeoff thrust time limits.	C072
Use minimum descent altitude (MDA) as a decision altitude (DA) with vertical navigation (VNAV) on a nonprecision approach (NPA).	C073
Conduct airplane IFR circle-to-land approach maneuvers.	C075
Conduct airplane contact approaches using IFR Category I landing minimums.	C076
Conduct certain Part 135 turbojet operations in the terminal area using visual flight rules.	C077
Conduct scheduled passenger, special terminal area IFR airplane operations in Class G airspace and/or at airports without an operating control tower.	C080
Conduct the special Instrument Approach Procedure (IAP), departure procedure, Standard Terminal Arrival (STAR) and RNAV Visual Flight Procedure (RVFP) operations specified in OpSpec C081.	C081
Conduct RNAV operations substituting for 14 CFR Part 97 instrument approaches.	C085
Conduct "RNP-like" foreign RNAV terminal instrument procedures with Required Navigation Performance (RNP) lines of minima.	C358
Conduct RNP AR approaches in accordance with 14 CFR Part 97 and operations specification C384.	C384
Use a reliability program for the entire aircraft.	D074
Use a reliability program for airframe, powerplant, systems, or selected items.	D075
Use short-term escalation.	D076
Use leased maintenance program authorization: U.S.-registered aircraft.	D080
Use specific aircraft for which prorated times have been established.	D082
Use short-term escalation authorization for borrowed parts that are subject to overhaul requirements.	D083
Use an Extended Operations (ETOPS) aircraft maintenance program.	D086
Use a maintenance program for leased foreign-registered aircraft.	D087
Use maintenance time limitations for operators with a partial reliability program.	D088
Use coordinating agencies for suppliers evaluation (CASE).	D090
Use listed airplanes for operations in designated RVSM airspace in accordance with B046 and D092.	D092
Use NVIS and NVGs on aircraft to conduct ANVGO per maintenance documents, under Part 135.	D094
Use a single-engine aircraft maintained in accordance with §135.411 and §135.421 in passenger-carrying IFR operations.	D103
Suspend its liability insurance for specific aircraft in long-term storage or maintenance.	D106
Use an integrated aircraft health management (IAHM) program for maintenance credit for the aircraft with an approved IAHM system.	D302
Conduct helicopter offshore instrument operations using Offshore Standard Approach Procedure (OSAP), Airborne Radar Approach (ARA), and Helicopter En Route Descent Area (HEDA) Operations and/or in accordance	H104

with operations specification H104.

Use special restrictions for foreign terminal instrument procedures - helicopter. H107

Conduct Helicopter Category II operations. H108

Conduct Helicopter Category III operations. H109

Use flight control guidance systems for rotorcraft automatic landing operations. H110

Use manually flown flight control guidance systems certified for rotorcraft
landing operations. H111

Use special airport authorizations, limitations, and provisions - Helicopter. H114

Conduct scheduled passenger terminal area IFR rotorcraft operations in Class G
airspace. H121

Conduct Class I Navigation using area or long-range navigation systems with
WAAS for rotorcraft RNP 0.3 en route and terminal operations. H123

1. Issued by the Federal Aviation Administration.

2. These Operations Specifications are approved by direction of the Administrator.

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

A006 . Management Personnel

HQ Control: 09/08/2021

HQ Revision: 04a

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

Table 1 - Authorized Management Positions and Personnel

Part 119 Position Title	Name	Company Equivalent Position Title	Email Address
Chief Pilot, Part 135	Buzga, David	Chief Pilot	cp@maritimehelicopters.com
(Not Applicable)	Fell, Robert J.	Chief Operating Officer	bfell@maritimehelicopters.com
Dir. of Operations, Part 135	Jones, David A	Director of Operations	djones@maritimehelicopters.com
Dir. of Maintenance, Part 135	Stevens, Matt	Director of Maintenance	hommx2@maritimehelicopters.com

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:

Fell, Robert J.
3520 FAA Road
Homer, Alaska 99603
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
Chief Operating Officer	Fell, Robert J.	A,B,C,D,E,H
President	Fell, Donald M	A,B,D
Director of Operations	Jones, David A	A,B,C,D,E,H
Chief Pilot	Buzga, David	A,B,C,D,E,H
Director of Maintenance	Stevens, Matt	A,B,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
Fixed Wing Ops	fwops@maritimehelicopters.com		Both OPS/AW

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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.
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A008 . Operational Control

HQ Control: 01/28/2019

HQ Revision: 040

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

Maritime Helicopters Inc. has designated Chapter 3 of the General Operations Manual as the method to describe its Operational Control Procedures.

b. Certificate Holder Responsibilities.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(2) Aircraft Requirements.

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

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

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

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

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

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

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

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

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

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

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

(5) Aircraft Operation Agreements and Other Arrangements.

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

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

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

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

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

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

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

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

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

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

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

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

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

(7) Operational Control Information Requirements.

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

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

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

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

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

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1. Issued by the Federal Aviation Administration.
 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 12/05/97
HQ Revision 01b

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

(1) Maritime Helicopters will obtain current aeronautical charts, the Alaska Supplement and the Aeronautical Information Manual from a local supplier or by mail order.

Maritime Helicopters will obtain current data through a subscription service and local vendors.

Maritime Helicopters will provide each pilot a current set of the above documents.

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1. The Certificate Holder applies for the Operations in this paragraph.
 2. Support information reference: IOPSS
 3. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 2/2/2006 5:37:57 PM

Luckett, Charlotte A
Principal Operations Inspector

4. Date Approval is effective: 02/02/2006 Amendment Number: 1
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 2/2/2006 5:37:57 PM

Reed, Howard H
Director of Operations

Date: 02/02/2006

A010 . Aviation Weather Information

HQ Control: 10/06/2020

HQ Revision: 04b

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

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

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

The National Weather Services for those United States and its territories located outside of the 48 contiguous States.

U.S. and North Atlantic Treaty Organization (NATO) military observing and forecasting sources.

Members of the World Meteorological Organization (WMO).

Active meteorological offices operated by a foreign State that subscribe to the standards and practices of the International Civil Aviation Organization (ICAO) conventions.

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

For reports of adverse weather phenomena: Pilot Weather Reports (PIREP) provided by aircraft of the same or similar type and size.

For reports of adverse weather phenomena: Aircraft Reports (AIREP) provided by aircraft of the same or similar type and size.

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

Table 1 - EWINS

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

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

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

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

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

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

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

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

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

A014 . Special En Route IFR Operations in Class G Airspace HQ Control: 08/09/2002
HQ Revision: 04a

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. All Title 14 CFR Part 135 turbojet operations in Class G airspace are conducted under instrument flight rules.

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

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

A018 . Scheduled Passenger Helicopter Operations

HQ Control: 08/09/2000

HQ Revision: 01c

- a. The certificate holder is authorized to conduct the following scheduled passenger helicopter operations under Title 14 Code of Federal Regulations (CFR) Part 135:
- (1) Scheduled passenger operations using helicopters certificated under the Transport Category A requirements of 14 CFR Part 29 or CAR 7 provided these operations are conducted within the areas of en route operations described in paragraph B050 of these operations specifications and using only the airports authorized in operations specification paragraph H120. These operations shall be conducted in accordance with the operating limitations, operating procedures, and performance information applicable to Transport Category A helicopters.
 - (2) Scheduled passenger operations using helicopters certificated or operated other than as described in paragraph a.(1) above. These operations shall be conducted only over the "restricted helicopter routes" identified and listed in paragraph B050 of these operations specifications and at or above the designated minimum altitudes.
- b. The certificate holder shall not conduct any other scheduled passenger operation using helicopters under these operations specifications.
- c. Special Limitations and Provisions.

Scheduled Operations: Single Engine Restricted Helicopter Routes. Scheduled Operations (PAUT-KQA-PAUT): Primary Restricted Helicopter Route PAUT - KQA. All single engine helicopters are required to remain within 5 nm of the route centerline while maintaining a minimum altitude of 300' except for take-off and landing. Alternate Restricted Helicopter Route PAUT/KQU - DUT. All single engine helicopters are required to remain within 5 nm of the route centerline while maintaining a minimum altitude of 300' except for take-off and landing.

-
1. Issued by the Federal Aviation Administration.
 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	Signature Process Revision Number and Date	Manual or Document Containing Electronic Signature Process
N/A		

- c. The certificate holder is authorized to use the electronic recordkeeping system(s) listed in Table 2 to maintain records and make them available, in accordance with the 14 CFR Part 135 recording and recordkeeping requirements.

Table 2 – Electronic Recordkeeping System(s)

Kind of Record	Name of Electronic System	Software Version Number	Manual or Document Containing Electronic Recordkeeping System Description
N/A			

- d. The certificate holder is authorized to use the electronic manual system described in the master manual listed in Table 3, to maintain, distribute and otherwise make available, the certificate holder's manuals in accordance with the requirements of Part 135. Changes to the electronic manual system require a revision to the master manual which must be recorded in Table 3.

Table 3 - Electronic Manual System

Master Manual Containing Electronic Manual System Description and List of Electronic Manuals	Date of Latest Revision and Revision Number
General Operations Manual	Revision 5 Jan 1, 2024

- e. The certificate holder is approved to provide electronic access to the Minimum Equipment List(s) (MEL(s)) for the aircraft listed in Table 4.

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

MEL by Aircraft M/M or M/M/S as Specified by MEL
--

MEL by Aircraft M/M or M/M/S as Specified by MEL
BHT-206-L3
BHT-206-L4
BHT-407-407
BHT-412-412
BO-105S-CBS-4
BHT-206-L1
AGUSTA-AW119-MKII
PA-32-300

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

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

A041 . Authorization for 14 CFR Part 135 Airplane Operators HQ Control: 02/10/1998
to Conduct a Pretakeoff Contamination Check HQ Revision: 00b

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

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

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

GOM Chapter 4 Page 4-8 Restrictions during icing conditions outlines the procedures to be followed.

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

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

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

A050 . Helicopter Night Vision Goggle Operations (HNVGO) **HQ Control: 04/20/2022**

HQ Revision: 060

a. The certificate holder is authorized to conduct HNVGO in accordance with 14 CFR Part 135 and the limitations and provisions of this operations specification.

Note: Night vision goggle (NVG) operation means the portion of a flight that occurs during the time period from 1 hour after sunset to 1 hour before sunrise where the pilot maintains visual surface reference using NVGs in a helicopter that is approved for such an operation.

b. The certificate holder may not use any person, nor may any person serve as a crewmember in passenger-carrying HNVGO under the provision of Part 135, unless that person has satisfactorily completed the appropriate initial or recurrent phase, as applicable, of the certificate holder's approved training program for HNVGO since the beginning of the 12th calendar-month before that service. The grace provisions of Part 135, § 135.301 apply to these required checks.

c. The certificate holder may not use any person, nor may any person serve as a pilot-in-command (PIC) of a helicopter during passenger-carrying HNVGO, unless that person has met the operating experience and proficiency requirements outlined below:

(1) A person may act as PIC in an NVG operation with passengers on board only if, within 2 calendar-months preceding the month of the flight, that person performs and logs the following tasks as the sole manipulator of the controls on a flight during an NVG operation:

(a) Three takeoffs and three landings, with each takeoff and landing including a climbout, cruise, descent, and approach phase of flight (only required if the pilot will be authorized to use NVGs during the takeoff and landing phases of the flight).

(b) Three hovering tasks (only required if the pilot will be authorized to use NVGs during the hovering phase of flight).

(c) Three area departure and area arrival tasks.

(d) Three tasks of transitioning from aided night flight (aided night flight means that the pilot uses NVGs to maintain visual surface reference) to unaided night flight (unaided night flight means that the pilot does not use NVGs) and back to aided night flight.

(e) Six NVG operations.

(2) A person may act as PIC using NVGs in an NVG operation without passengers only if, within the 4 calendar-months preceding the month of the flight, that person performs and logs the tasks listed in subparagraphs c(1)(a)-(e) of this operations specification as the sole manipulator of the controls during an NVG operation.

(3) In addition, the pilot must have accomplished one helicopter NVG Visual Inspection and Operational Check within the preceding 60 calendar-days.

(4) All HNVGO maneuvers must be conducted in accordance with procedures stated in the certificate holder's FAA-approved HNVGO training program.

d. Helicopter Air Ambulance (HAA) Operations. If the certificate holder is authorized to conduct HAA operations through issuance of operations specification A021, Helicopter Air Ambulance (HAA) Operations, the certificate holder may use no lower than the visual flight rules (VFR) weather minimums specified in § 135.609 when conducting HAA operations using HNVGO in Class G Airspace.

e. Additional Checking Requirements. The authorized Night Vision Imaging System (NVIS) must not be used to conduct HNVGO under the provisions of part 135 unless all the necessary equipment that is installed or modified as part of the entire NVIS is maintained in accordance with the provisions of operations specification D093, Helicopter Night Vision Goggle Operations (HNVGO) Maintenance Program, and the following:

(1) Prior to conducting HNVGO, each crewmember will complete any required checks on the NVIS to be used in accordance with Table 1:

Table 1 - Required Checks for Night Vision Imaging System (NVIS) Users

Required Check	Document	Reference within Document
NVG Daily Check	NVG SOP Section 3.0	F4949-1 Operation Manual
180 Day Check	NVG SOP Section 3.0	F4949-1 Operation Manual

(2) Any NVIS equipment that does not pass a required check is prohibited from use in HNVGO.

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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.
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A055 . Carriage of Hazardous Materials (HazMat)

HQ Control: 07/06/2023

HQ Revision: 01b

- a. The certificate holder is authorized by the Federal Aviation Administration to accept, handle, and carry materials regulated as Hazardous Materials (HazMat) including hazardous COMAT (company hazmat material), in accordance with 49 CFR parts 171 through 180 and 14 CFR part 121, subpart Z and Appendix O or part 135 subpart K, as applicable.
- b. The certificate holder that conducts operations outside of the United States certifies that all their hazmat employees, contractors, and subcontractors have been trained in accordance with 49 CFR part 172 subpart H, or as outlined in the most current edition of the International Civil Aviation Organization (ICAO) Doc 9284, Technical Instructions for the Safe Transport of Dangerous Goods by Air, as applicable.
- c. The certificate holder must notify its repair stations regulated by 49 CFR parts 171 through 180 of its Will Carry status.
- d. The certificate holder that is issued HazMat exemptions or permits should list those in Table 1 below (*if there are no additional exemptions or permits, enter N/A in the cells*):

Table 1 – HazMat Exemptions or Permits Issued by Other Agencies

Exemption/Permit Number	Date of Expiration	Agency Issuing, Remarks and/or References
SP 13977	01/31/2028	US DOT Pipeline and Hazardous Materials Safety Administration

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

3. I hereby accept and receive the Operations Specifications in this paragraph.
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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
BHT-206-L3	NONE
BHT-206-L4	NONE
BHT-407-407	NONE
BHT-412-412	NONE
BO-105S-CBS-4	NONE
BHT-206-L1	NONE
AGUSTA-AW119-MKII	NONE
PA-32-300	NONE

b. Training Program. The certificate holder's approved training program must include appropriate crewmember training on the use of authorized EFBs.

c. Database Management. The certificate holder must specify in its manual the procedures for updating and maintaining any databases necessary to perform the intended functions of each EFB.

d. Functionality. The certificate holder is responsible to ensure that each EFB and associated software will provide the necessary data, information, functionality, and solutions to perform the intended flight functions and, if not, provide substitute information in non-electronic form.

e. EFB Maintenance. The certificate holder's maintenance program must include and document the required maintenance for each authorized EFB.

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

3. I hereby accept and receive the Operations Specifications in this paragraph.
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A096 . Actual Weight Program For All Aircraft

HQ Control: 06/11/2020

HQ Revision: 020

- a. The certificate holder is authorized to use only actual weights when determining the aircraft weight and balance for all aircraft. This includes:
- (1) Actual weights of all passengers and bags (including carry-on, checked, plane-side loaded, and heavy bag weights) and cargo, or
 - (2) Solicited (“asked”) passenger weight plus 10 pounds and the actual weight of bags and cargo.
- b. In accordance with the certificate holder’s issued operations specification A011, the certificate holder is authorized to use an approved Carry-On Baggage Program..
- c. The following aircraft must use actual weights:
- (1) All single-engine aircraft, with the exception of single engine turbine-powered HAA operations
 - (2) All reciprocating engine-powered aircraft, and
 - (3) All aircraft certificated with less than five (5) passenger seats, with the exception of single engine turbine-powered HAA operations.
- d. The certificate holder is authorized to use the following weights for flightcrew members, crewmembers, authorized persons and their baggage, listed in Table 1 below.

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

Authorized Weights	Expiration Date
Actual	N/A

- e. For cargo-only operated aircraft, flightcrew member weights and flightcrew member bag weights, may be included in the basic operating weight of the aircraft.
- f. The following loading schedules and instructions listed in Table 2 below must be used for routine operations.

Table 2 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedules Instructions	Weight and Balance Control Procedures
BHT-206-L3	Manual Calculation	GOM Section 4.5	GOM Section 4.5
BHT-206-L4	Manual Calculation	GOM Section 4.5	GOM Section 4.5
BHT-407-407	Manual Calculation	GOM Section 4.5	GOM Section 4.5
BO-105S-CBS-4	Manual Calculation	GOM Section 4.5	GOM Section 4.5

Operations Specifications

Aircraft M/M/S	Type Loading Schedule	Loading Schedules Instructions	Weight and Balance Control Procedures
BHT-412-412	Manual Calculation	GOM Section 4.5	GOM Section 4.5
AGUSTA-AW119- MKII	Manual Calculation	GOM Section 4.5	GOM Section 4.5
BHT-206-L1	Manual Calculation	GOM Section 4.5	GOM Section 4.5
PA-32-300	Manual Calculation	GOM Section 4.5	GOM Section 4.5

1. Issued by the Federal Aviation Administration.
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 135 certifies that it will comply with the requirements of 14 CFR Part 120 and 49 CFR Part 40 for its Antidrug and Alcohol Misuse Prevention Program.
- b. Antidrug and Alcohol Misuse Prevention Program records are maintained and available for inspection by the FAA's Drug Abatement Compliance and Enforcement Inspectors at the location listed in Table 1 below:

Table 1

	Location of Antidrug and Alcohol Misuse Prevention Program Records:	Telephone Number:
Address:	1915 Donaldson Avenue	(907) 452-1198
Address:	N/A	
City:	Fairbanks	
State:	AK	
Zip Code:	99701	

c. Limitations and Provisions.

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

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

3. I hereby accept and receive the Operations Specifications in this paragraph.
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AIR OPERATOR CERTIFICATE		
	State of the Operator United States of America	
	Issuing Authority Federal Aviation Administration	
AOC #: ENRA619D	Maritime Helicopters, Inc	Operational Points of Contact: Robert J. Fell Contact details, at which operational management can be contacted without undue delay, are listed in General Operations Manual Chapter 2, Page 12
Expiration Date : N/A	Db:	
	Operator Address: 3520 FAA Road Homer, Alaska 99603 Telephone: 907-235-7771 Fax: 907-235-7772 E-mail: bfell@maritimehelicopters.com	
This certificate certifies that Maritime Helicopters, Inc is authorized to perform commercial air operations, as defined in the attached operations specifications, in accordance with the Operations Manual and the 14 CFR Part 135.		
Date of Issue:01/06/2016	Name: Shawn Wildman Title: Manager, Flight Standards District Office, AL05	

CERTIFICATION STATEMENT

I hereby certify that the attached is a true copy of the Maritime Helicopters, Inc AOC issued at AL05 - Juneau (JNU) on 01/06/2016 by the FAA.

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

3. I hereby accept and receive the Operations Specifications in this paragraph.
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B030 . IFR Navigation Using GPS/WAAS RNAV Systems

HQ Control: 03/21/2003

HQ Revision: 000

- a. The certificate holder is authorized to conduct IFR en route area navigation (RNAV) operations in the State of Alaska and its airspace on published air traffic routes using TSO C145a/C146a GPS/WAAS RNAV systems as the only means of IFR navigation in accordance with the provisions of SFAR 97 and this operations specification.
- b. The certificate holder is authorized to conduct IFR en route operations in the United States airspace over and near Alaska in accordance with the provisions of SFAR 97 Section 1, c and this operations specification, at Special Minimum En Route Altitudes (MEA) that are outside the operational service volume of ground-based navigation aids with TSO-C145a/C146a GPS/WAAS RNAV systems.
- c. Authorized Aircraft Navigation Systems. The certificate holder is authorized to conduct these IFR navigation operations using the following aircraft and TSO-C145a/C146a area navigation systems.

Table 1

Aircraft M/M/S	RNAV Systems Manufacturer/Model	Equipment Functional/Operational Class
BHT-412-412	Garmin 430W	TSO-C146A- Class 3

- d. Special Navigation Limitations and Provisions. The certificate holder shall conduct all operations authorized by this operations specification in accordance with the following navigation 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 approved navigation system may only be used to navigate along routes defined by fixes residing in the aircraft navigation system database.
- (3) The operator must establish dispatcher (if applicable) and flightcrew procedures for degraded navigation capabilities, satellite system outages and Receiver Autonomous Integrity Monitoring procedures (RAIM). RAIM predictions must be performed prior to each IFR flight to ensure satisfactory signal coverage is available.
- (4) Two independent TSO C145a/C146a navigation receivers that meet TSO-C145a equipment class 1, 2, or 3, and/or TSO-C146a equipment class 1, 2, 3, or 4 must be installed and operational for IFR operations.
- (5) Before conducting any operations authorized by this operations specification, flight crewmembers must be qualified in accordance with the certificate holder's approved ground and

flight training for the system and procedures being used. The University of Alaska Anchorage Aviation Technology's Capstone II Training Program (as amended) contains detailed curriculum guidance for the approval of air carrier training programs.

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

3. I hereby accept and receive the Operations Specifications in this paragraph.
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B031 . Areas of En Route Operation

HQ Control: 02/09/2001

HQ Revision: 01e

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

- 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, C080, H113, and/or H121, as applicable, 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.
Garmin 430W

1. Issued by the Federal Aviation Administration.
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.

c. When conducting Class II navigation:

(1) Class II navigation as authorized in accordance with paragraph B036 or B054 is required anytime the above requirements cannot be met.

(2) RNP operations shall not be conducted unless navigation is conducted using an area navigation system which is certified for use in IFR flight for the route being flown and authorized in paragraph B036.

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

3. I hereby accept and receive the Operations Specifications in this paragraph.
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B034 . IFR Class I Terminal and En Route Navigation Using Area Navigation Systems **HQ Control: 12/04/2010**
HQ Revision: 040

- a. The certificate holder is authorized to conduct IFR Class I terminal and en route navigation (including operations outside positive radar control) using aircraft and RNAV systems approved by this paragraph in those areas of operations where this paragraph is referenced in B050 of these operations specifications.
- b. Approved Operations. If specified in Table 1 below, the certificate holder is authorized to conduct Precision RNAV (P-RNAV) and/or Basic RNAV (B-RNAV)/RNAV 5 operations in terminal and/or en route areas where this paragraph is referenced in paragraph B050 of these operations specifications.
- (1) The route design determines whether the operation is terminal or en route navigation.
- (2) For B-RNAV/RNAV 5 terminal and en route operations, the navigation performance is ± 5 nautical miles (NM) for 95 percent of the flight time.
- (3) For P-RNAV terminal and en route operations, the navigation performance is ± 1 NM for 95 percent of the flight time.
- (4) If the RNAV equipment is certified for P-RNAV, it may be authorized for both P-RNAV and B-RNAV/RNAV 5 terminal and en route operations.
- c. Authorized En Route Navigation. Except as provided in these operations specifications, the certificate holder shall not conduct any other IFR Class I en route navigation using RNAV systems.
- d. Authorized Aircraft Navigation Systems. The certificate holder is authorized to conduct IFR Class I terminal and en route navigation using the following aircraft and RNAV systems for the operations indicated in Table 1 below. If no specific navigation performance (for B-RNAV/RNAV 5 and/or P-RNAV) is authorized, enter N/A in column 4.

Table 1 – Aircraft, Navigation Systems, and Navigation Performance

Aircraft M/M/S	Area Navigation Systems		Navigation Performance	Limitations and Conditions
	Manufacturer	Model		
BHT-412-412	Garmin	430W	B-RNAV/RNAV 5 (+/-5NM), and P-RNAV (+/-1NM)	N/A

- 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.

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

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

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

- a. The certificate holder is authorized to conduct Oceanic and Remote Continental navigation using Multiple Long-Range Navigation Systems (M-LRNS) only within the areas of en route operation where this paragraph is referenced in paragraph B050 of these operations specifications. Unless specifically authorized elsewhere in these operations specifications, the certificate holder must not conduct Oceanic and Remote Continental navigation operations within Central East Pacific (CEP) Airspace, North Pacific (NOPAC) Airspace, North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) Airspace, or areas of magnetic unreliability (AMU). The certificate holder must conduct all Oceanic and Remote Continental navigation operations using M-LRNS in accordance with the provisions of this paragraph.
- b. Bundling Navigation Specifications. In Table 1, under the navigation specification column, bundling of Advanced Required Navigation Performance (A-RNP), RNP 2, RNP 4, and RNP 10 may be authorized for equipment that meets the necessary performance requirements for oceanic and remote operations. Lesser bundles are also available: RNP 2, RNP 4, and RNP 10 or RNP 4 and RNP 10 or RNP 10 only. As a minimum for A-RNP, the certificate holder must be qualified for the following advanced capabilities: scalability, Radius to Fix (RF), and parallel offset. Additionally, the A-RNP certificate holder must have adequate continuity for the operation.

Table 1 - Authorized Airplane(s), Equipment

Airplane M/M/S	Long-Range Navigation Systems (LRNS)			Navigation Specification(s)	Additional Capabilities	Limitations	RNP Time Limits
	Manufacturer	Model/HW Part #	Software Part/Ver#				
BHT-412-412	Garmin	430	5.0 or later	RNP 10	N/A		NONE

- c. Additional Capabilities. Fixed Radius Transition (FRT) and/or Time of Arrival Control (TOAC) may be selected in Table 1 under Additional Capabilities for those who qualify.
- d. Special Limitations and Provisions. The certificate holder must conduct all operations using M-LRNS in accordance with the following

limitations and provisions:

- (1) The certificate holder must conduct all Oceanic and Remote Continental navigation operations so the airplane is continuously navigated to the degree of accuracy or RNP type required for air traffic control (ATC). For areas where these accuracy and navigation performance standards have not been formally established, the LRNS must be used to continuously navigate the airplane so that the cross-track and/or the along-track errors will not exceed 25 nautical miles at any point along the flight plan route specified in the ATC clearance.
- (2) The navigation system must be operational as required by operations specifications B037 (CEP), B038 (NOPAC), B039 (NAT/MNPS), or B040 (AMU), as applicable.
- (3) Except when navigation is being performed under the supervision of a check airman properly qualified for Oceanic and Remote Continental navigation, the flightcrew must be qualified on the system being used in accordance with the certificate holder's approved training program. The flightcrew performing under the supervision of a check airman must have satisfactorily completed the ground school portion of that training program.
- (4) Prior to entering any airspace requiring the use of a LRNS, for airplanes approved for operations using GPS equipage and/or DME/DME automatic updating, the systems must be confirmed to be functioning normally (no fault indications); for all other airplanes the position must be accurately fixed using airways navigation facilities or ATC radar.
- (5) After exiting this airspace, the airplane position must be accurately fixed and the LRNS error must be determined and logged in accordance with the certificate holder's approved procedures. An arrival gate position check satisfies this requirement.
- (6) For airplanes approved for operations and using GPS equipage and/or DME/DME automatic position updating, no exit position fix is required unless there is an indication of LRNS malfunction.
- (7) A LRNS fix may be substituted for a required en route ground facility when that facility is temporarily out of service, provided the approved navigation system has sufficient capability to navigate the airplane to the degree of accuracy or RNP type required for ATC over that portion of the flight.
- (8) At RNP 2 dispatch, at least two independent approved Global Navigation Satellite System (GNSS) navigation systems must be installed and operational; acceptable for primary means of oceanic and remote continental navigation.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Amend Table 1 to change “airplane(s)” to “aircraft.”

Amend d. (1) to read: d. (1) The certificate holder must conduct all Oceanic and Remote Continental navigation operations so the helicopter is continuously navigated to the degree of accuracy or RNP required for air traffic control (ATC). For areas where these accuracy and navigation performance standards have not been formally established, the LRNS must be used to continuously navigate

the helicopter so that the cross-track and/or the along-track errors will not exceed 25 nautical miles at any point along the flight plan route specified in the ATC clearance.

Amend d. (4) to read: d. (4) Prior to entering any airspace requiring the use of a LRNS, for helicopters approved for operations using GPS equipage and/or DME/DME automatic updating, the systems must be confirmed to be functioning normally (no fault indications).

1. Issued by the Federal Aviation Administration.
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 #
Canada - Excluding Canadian MNPS airspace	B031	
Pacific Ocean - The Pacific Ocean islands/nations	B031, B450	
USA - The 48 contiguous United States and the District of Columbia	B031, B032	
USA - The State of Alaska	B031, B032	1
USA - The State of Hawaii	B031, B032	

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

Note Reference #	Limitations Provisions and Special Requirements
1	Scheduled Operations (PAUT-KQA-PAUT): Primary Restricted Helicopter Route PAUT - KQA. All single engine helicopters are required to remain within 5nm of the route centerline while maintaining a minimum altitude of 300' except for take-off and landing. Alternate Restricted Helicopter Route PAUT/KQU - PADU. All single engine helicopters are required to remain within 5nm of the route centerline while maintaining a minimum altitude of 300' except for take-off and landing.

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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.
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B450 . Sensitive International Areas

HQ Control: 09/27/2017

HQ Revision: 01a

a. Sensitive International Areas. The FAA identified a need to communicate vital and time-sensitive safety information regarding overflights and/or flights into certain sensitive international areas. Review the list of countries identified on the FAA's Prohibitions, Restrictions and Notices page at web address: www.faa.gov/air_traffic/publications/us_restrictions/. Enter into Table 1 the country, the flight operation (overflight, or into/out of), the destination airport if applicable, the frequency (daily, weekly, monthly, or on demand) as well as the type of operations (passenger, cargo, U.S. Government) for the listed countries, *excluding* operations in the following: United States, Canada, and islands/nations in Caribbean Sea excluding the Havana FIR. The certificate holder will review the list of countries on the FAA website upon email notification, but no less than every three months, and change Table 1 accordingly.

Table 1 - Country/Areas and Authorizations

Country	Overflight or Flight Into/Out of	Destination Airport (if applicable)	Frequency of Operations	Type of Operations
N/A				

b. Responsible Persons. In order for the FAA to immediately communicate time-sensitive safety information that could impact the safety of your flight operations, enter into Table 2 the primary points of contact for a management person or operational control organization that has the ability to contact an aircraft in flight and is responsible for the international flight operations listed in Table 1. This contact will be available 24 hours a day, 7 days a week.

Table 2 - Responsible Persons/Organization

Person(s) / Organization	Person(s) Title / Organization	Phone Number	Email Address
Robert J. Fell	Chief Operating Officer	(907) 235-7771	bfell@maritimehelicopters.com
David A. Jones	Director of Operations	(907) 452-1197	djones@maritimehelicopters.com
Dave Buzga	Chief Pilot	(907) 235-7771	cp@maritimehelicopters.com

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

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

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

3. I hereby accept and receive the Operations Specifications in this paragraph.
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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	RNAV (GPS)	ILS
LOC	LOC BC with glideslope	ILS/DME
LOC/DME		RNAV/ILS
LOC/BC/DME		
RNAV (GPS)		
VOR		
VOR/DME		
NDB		
NDB/DME		

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 as applicable 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.

(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 HAT 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) Touchdown zone (TDZ), 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.

1. Issued by the Federal Aviation Administration.

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 135, § 135.225(e), 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 $\frac{3}{4}$ 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 $\frac{3}{4}$ 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 § 135.385(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.

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

3. I hereby accept and receive the Operations Specifications in this paragraph.
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**C057 . IFR Takeoff Minimums, 14 CFR Part 135 Airplane
Operations - All Airports**

HQ Control: 01/13/2000

HQ Revision: 02a

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

a. 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.

b. 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 airplane 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.

NOTE: Single-Engine IFR Part 135 passenger-carrying operations are not authorized lower than standard takeoff minimums at any airport.

c. When takeoff minimums are equal to or less than the applicable standard takeoff minimum, the certificate holder is authorized to use a takeoff minimum equal to the lowest authorized straight-in Category I IFR landing minimum applicable to the certificate holder for that particular airport. The Touchdown Zone RVR report, if available, is controlling.

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

3. I hereby accept and receive the Operations Specifications in this paragraph.
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C064 . Terminal Area IFR Operations in Class G Airspace and at Airports Without an Operating Control Tower-- **HQ Control: 12/17/2003**
Nonscheduled Passenger and All-Cargo Operations **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.

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

3. I hereby accept and receive the Operations Specifications in this paragraph.
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C079 . IFR Lower Than Standard Takeoff Minima, 14 CFR Part 135 Airplane Operations - All Airports HQ Control: 12/09/2016
HQ Revision: 070

a. Standard Takeoff Minima are authorized in paragraph C057. The certificate holder is authorized to use lower than standard takeoff minima in accordance with the limitations and provisions of this operations specification.

b. Runway Visual Range (RVR) Requirements. RVR reports, when available for a particular runway, must 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 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, and the operation is conducted in compliance with the provisions and limitations of this operations specification, the certificate holder is authorized to use the lower than standard minima described herein.

d. Touchdown zone (TDZ) RVR 1600 (beginning of takeoff roll) or visibility or Runway Visibility Value (RVV) ¼ statute mile (sm), 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 sm 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 1600 (500m)	RVV 1/4 sm	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. HIRL or operative runway CL lights or serviceable RCLM.
- (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. Other Requirements. The certificate holder must conduct all operations using the lower than standard takeoff minima described in this operations specification in compliance with the following limitations:

(1) Each aircraft must be operated with a flightcrew consisting of at least two pilots. Use of an autopilot in lieu of a required second in command (SIC) is not authorized.

(2) Each pilot station must have operational equipment which displays a reliable indication of the following:

- (a) Aircraft pitch and bank information, from a gyroscopic source.

- (b) Aircraft heading, from a gyroscopic source.
- (c) Vertical speed.
- (d) Airspeed.
- (e) Altitude.

(3) Each pilot station must have an independent source of power for the equipment required by subparagraphs g(2)(a) and g(2)(b) above.

(4) Each pilot in command (PIC) must have at least 100 hours flight time as PIC in the specific make and model airplane used under this authorization and must have satisfactorily completed the certificate holder's approved training program for the minima authorized by this operations specification, which includes the methods to be used to ensure compliance with the performance limitations in subparagraph g(6), when applicable.

(5) Any SIC authorized by the certificate holder to manipulate the flight controls during takeoff (using the minima authorized by this operations specification) must have at least 100 hours flight time as a pilot in the specific make and model airplane and must have satisfactorily completed the certificate holder's approved training program for those minima.

(6) For all takeoffs, each airplane must be operated at a takeoff weight which permits the airplane to achieve the performance equivalent to the takeoff performance specified in 14 CFR Part 135, § 135.367 for reciprocating powered airplanes, § 135.379 for turbine-powered airplanes, § 135.389 for large non-transport category aircraft, § 135.397 for small transport category aircraft, or § 135.398 for commuter category airplanes.

(7) Single-engine passenger-carrying operations are not authorized.

h. Approved Head Up Display (HUD) Takeoff Guidance Systems Minima. The certificate holder is authorized to use the takeoff minima listed in Table 2 based upon the use of the HUD system installed in airplanes as listed in Table 2 below (RVR 300 (75m) is the lowest RVR minima that can be authorized using a HUD) provided ALL of the following requirements are met:

(1) The certificate holder must not conduct 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 must be conducted to runways that are accessible by taxi routings which have operative taxiway CL lights that meet 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

i. Training Program Requirement. The PIC and the SIC must have completed the certificate holder's approved training program for the operations authorized in this operations specification.

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1. Issued by the Federal Aviation Administration.
 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 135 of the Federal Aviation Regulations using the aircraft identified in the certificate holder's aircraft listing providing the conditions of this operations specification are met.
- b. Each aircraft listed in Table 1 below is authorized for use and must be maintained in accordance with the continuous airworthiness maintenance program and limitations specified in these operations specifications.
- c. The continuous airworthiness maintenance program must be sufficiently comprehensive in scope and detail to fulfill its responsibility to maintain the aircraft in an airworthy condition in accordance with applicable Federal Aviation Regulations and standards prescribed and approved by the Administrator. The program must be included in the certificate holder's manual.
- d. Each aircraft and its component parts, accessories, and appliances are maintained in an airworthy condition in accordance with the time limits for the accomplishment of the overhaul, replacement, periodic inspection, and routine checks of the aircraft and its component parts, accessories, and appliances. Time limits or standards for determining time limits must be contained in these operations specifications or in a document approved by the Administrator and referenced in these operations specifications.
- e. Items identified as "on condition" must be maintained in a continuous airworthy condition by periodic inspections, checks, service, repair, and/or preventive maintenance. The procedures and standards for inspections, checks, service, repair, and/or preventive maintenance, checks or tests, must be described in the certificate holder's manual.
- f. Parts or subassemblies of components that do not have specific time intervals must be checked, inspected, and/or overhauled at the same time limitations specified for the component or accessory to which such parts or subassemblies are related or included at the time period indicated for the ATA chapter heading.

Table 1 - Aircraft Authorized CAMP

Aircraft M/M/S	CAMP Document(s)
BHT-412-412	Maritime Helicopters BHT-412 CAMP

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

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D073 . Approved Aircraft Inspection Program (AAIP)

HQ Control: 09/09/2015

HQ Revision: 010

a. The certificate holder is authorized under 14 CFR Part 135, § 135.419 to use the Approved Aircraft Inspection Program (AAIP) in Table 1 below, provided:

1. Each aircraft listed in Table 1 below, is inspected in accordance with that program.
2. The AAIP program is for any make and model of aircraft for which the certificate holder has the exclusive use of at least one aircraft (as defined in § 135.25(b)).
3. The program includes instructions and procedures for the conduct of aircraft inspections (which must include necessary tests and checks), setting forth in detail the parts and areas of the airframe, engines, propellers, rotors, and appliances, including emergency equipment, that must be inspected,
4. The program includes a schedule for the performance of the aircraft inspections expressed in terms of time in service, calendar time, number of system operations, or any combination of these.
5. The program includes instructions and procedures for recording discrepancies found during inspections and correction or deferral of discrepancies, including form and disposition of records.
6. The certificate holder includes the approved aircraft inspection program in its manual required by § 135.21.

Table 1 - Aircraft on Approved Aircraft Inspection Program

Aircraft Registration Number	Aircraft Serial Number	Aircraft M/M/S	Approved Aircraft Inspection Program Document Name	FAA Program Approval Date
N305MH	52292	BHT-206-L4	MHI 206L SERIES AAIP	10/20/2021

Operations Specifications

Aircraft Registration Number	Aircraft Serial Number	Aircraft M/M/S	Approved Aircraft Inspection Program Document Name	FAA Program Approval Date
N308MH	53647	BHT-407-407	MHI 407 SERIES AAIP	11/30/2019
N309MH	53728	BHT-407-407	MHI 407 SERIES AAIP	11/30/2019
N312MH	53740	BHT-407-407	MHI 407 SERIES AAIP	11/30/2019
N314MH	52119	BHT-206-L4	MHI 206L SERIES AAIP	10/20/2021
N407PA	53567	BHT-407-407	MHI 407 SERIES AAIP	11/30/2019
N407RH	53258	BHT-407-407	MHI 407 SERIES AAIP	11/30/2019
N326MH	S803	BO-105S-CBS-4	MHI AHD B0-105 SERIES AAIP	12/30/2014
N327MH	S813	BO-105S-CBS-4	MHI AHD B0-105 SERIES AAIP	12/30/2014
N319MH	53153	BHT-407-407	MHI 407 SERIES AAIP	11/30/2019
N316MH	52323	BELL-206-L4	MHI 206L SERIES AAIP	10/20/2021
N315MH	45692	BHT-206-L1	MHI 206L SERIES AAIP	10/20/2021
N325MH	53544	BHT-407-407	MHI 407 SERIES AAIP	11/30/2019
N355MH	53851	BHT-407-407	MHI 407 SERIES AAIP	11/30/2019
N352MH	53032	BHT-407-407	MHI 407 SERIES AAIP	11/30/2019
N356MH	53372	BHT-407-407	MHI 407 SERIES	10/20/2021

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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
Maritime Helicopters, Inc. Special Flight Permit Program

- 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.

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

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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.

D085 . Aircraft Listing

HQ Control: 02/06/1998

HQ Revision: 02a

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

Registration No.	Serial No.	Aircraft M/M/S
N315MH	45692	BHT-206-L1
N305MH	52292	BHT-206-L4
N314MH	52119	BHT-206-L4
N316MH	52323	BHT-206-L4
N308MH	53647	BHT-407-407
N309MH	53728	BHT-407-407
N312MH	53740	BHT-407-407
N319MH	53153	BHT-407-407
N325MH	53544	BHT-407-407
N352MH	53032	BHT-407-407
N355MH	53851	BHT-407-407
N356MH	53372	BHT-407-407
N407PA	53567	BHT-407-407
N407RH	53258	BHT-407-407
N328MH	36064	BHT-412-412
N330MH	36045	BHT-412-412
N326MH	S803	BO-105S-CBS4
N327MH	S813	BO-105S-CBS4
N901BL	32-7140030	PA-32-300

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

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D089 . Maintenance Time Limitations Section

HQ Control: 08/15/1997

HQ Revision: 010

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

Aircraft M/M/S	Manual/Document Name and Number	Manual/Document Date
BHT-412-412	MHI CAMP 412	11/15/20

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

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HQ Revision: 020

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

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D095 . Minimum Equipment List (MEL) Authorization

HQ Control: 06/14/2013

HQ Revision: 02c

- 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
BHT-206-L3	
BHT-206-L4	
BHT-407-407	
BO-105S-CBS-4	
BHT-412-412	
AGUSTA-AW119-MKII	N320MH
BHT-206-L1	
PA-32-300	N901BL

- 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 Flight Standards District Office (FSDO) 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 FSDO may deny the use of the continuing authorization-single extension privilege if abuse is evident.

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

3. I hereby accept and receive the Operations Specifications in this paragraph.
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D101 . Additional Maintenance Requirements - Aircraft Engine, Propeller, and Propeller Control (Governor)

HQ Control: 09/09/2015

HQ Revision: 010

- a. The certificate holder is authorized to use the aircraft types identified in the table below in Table 1 in its 14 CFR Part 135 nine seats or less operation, provided these aircraft meet the additional maintenance requirements of Part 135, § 135.421.
- b. Aircraft Engine. Each installed engine, to include turbo superchargers, appurtenances and accessories necessary for its functioning shall be maintained in accordance with the maintenance document listed in Table 1 below. The engine shall be overhauled on or before the time in service interval shown in the table.
- c. Propeller and Propeller Control (governor). Each installed propeller and propeller control (governor) shall be maintained in accordance with the maintenance document listed in Table 1 below. The propeller and propeller control (governor) shall be overhauled on or before the time in service interval shown in Table 1.
- d. Limitations and Conditions. Limitations and Conditions are for the specific engine, propeller and governor authorization listed.

Table 1 - Aircraft Engine, Propeller, and Propeller Control (Governor)

Airplane Type	Engine			Propeller			Governor			Limitations and Conditions
MMS	Make & Model	Maintenance Document	Time in Service Interval	Make & Model	Maintenance Document	Time in Service Interval	Make & Model	Maintenance Document	Time in Service Interval	
PA-32-300	Lycoming IO-540-K1A5	Piper Airplane Service Manual 753-690, as revised, Lycoming Operator's Manual 60297-10, as revised, Lycoming Service Instruction 1009, as revised.	2000 Hours or 12 Calendar Years, whichever occurs first.	Hartzell HC-C3YR-1	Piper Airplane Service Manual 753-690, as revised, Hartzell Overhaul and Maintenance Manual 113B, as revised, Hartzell Propeller Owner's Manual 115N, as revised, Hartzell Service Letter HC-SL-61-	2400 Hours or 6 Years, whichever occurs first.	Hartzell F4-4A	Piper Airplane Service Manual 753-690, as revised, Hartzell Overhaul and Maintenance Manual 113B, as revised, Hartzell Propeller Owner's Manual 115N, as revised, Hartzell Service Letter HC-SL-61-	2400 Hours	

Table 1 - Aircraft Engine, Propeller, and Propeller Control (Governor)

Airplane Type	Engine			Propeller			Governor			Limitations and Conditions
	Make & Model	Maintenance Document	Time in Service Interval	Make & Model	Maintenance Document	Time in Service Interval	Make & Model	Maintenance Document	Time in Service Interval	
					61Y, as revised.			61Y, as revised.		

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3. I hereby accept and receive the Operations Specifications in this paragraph.
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D102 . Additional Maintenance Requirements - Rotorcraft

HQ Control: 04/19/2001

HQ Revision: 00a

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

- a. Aircraft Engine. Each installed engine, to include turbosuperchargers, appurtenances and accessories necessary for its functioning shall be maintained in accordance with the maintenance documents listed in the following table. The engine shall be overhauled on or before the time-in-service interval shown in the table.
- b. Rotor. Each installed main and auxiliary rotor shall be maintained in accordance with the manufacturer's maintenance documents listed in the following table.

Table 1. Aircraft Engine and Rotor

Rotorcraft Type	Engine			Rotor Main and Auxiliary
	Make & Model	Maintenance Document	Time-in-Service Interval	
BHT-206-L1	Rolls Royce 250-C30P	Rolls Royce Manual 14W2PM	Turbine 2000 Hours; Compressor O.C.; Gearbox O.C.	Component O/H Manual BHT-206L-CR&O-1 Maintenance Manual BHT-206-L-1-MM-1
BHT-206-L3	Rolls Royce 250-C30P	Rolls Royce Manual 14W2PM	Turbine 2000 Hours; Compressor O.C.; Gearbox O.C.	Component O/H Manual BHT-206L-CR&O-1 Maintenance Manual BHT-206-L-3-MM-1
BHT-206-L4	Rolls Royce 250-C30P	Rolls Royce Manual 14W2PM	Turbine 2000 Hours; Compressor O.C.; Gearbox O.C.	Component O/H Manual BHT-206L-CR&O-1 Maintenance Manual BHT-206-L-4-MM-1
BHT-407-407	Rolls Royce 250-C47B	Rolls Royce Manual CSP	Turbine 2000 Hours;	Component O/H Manual BHT-407-CR&O-1

Operations Specifications

Rotorcraft Type	Engine			Rotor Main and Auxiliary
	Make & Model	Maintenance Document	Time-in-Service Interval	Maintenance Document
		21001	Compressor O.C.; Gearbox O.C.	Maintenance Manual BHT-407-MM-1
BO-105S-CBS-4	Rolls Royce 250-C20	Rolls Royce Operations and Maintenance Manual	Turbine 1750 Hours; Compressor O.C.; Gearbox O.C.	EUROCOPTER BO105 MM
AGUSTA-AW119-MKII	Pratt & Whitney Canada PT6B-37A	P&W Maintenance Manual Part No. 3053102 Rev. No. 22.1 Dated 10/2018	4500 hrs.	AW 119MKII Maintenance Manual, IETP and Maintenance Planning Document Sec. 05-20
BHT-412-412	Pratt & Whitney PT6- 3BE	P&W Maintenance Manual	Turbine 4000	BHT-412 - MM 1

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3. I hereby accept and receive the Operations Specifications in this paragraph.
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D104. Additional Maintenance Requirements - Emergency Equipment

HQ Control:
HQ Revision:

05/10/04
00a

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

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

Emergency Equipment

Emergency Equipment Items	Maintenance Document	Limitations and Provisions
Fire Extinguisher	Placard Instructions and NFPA Manual No. 10	
Life Vest	Manufacturer's Manual	
Pyrotechnic Signal Device	Operator's or Manufacturer's Document	
Emergency Locator Transmitter-ELT	Manufacturer's Maintenance Instructions	

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1. The Certificate Holder applies for the Operations in this paragraph.
 2. Support information reference: IOPSS
 3. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 2/2/2006 5:23:45 PM

Devlin, Jack
Principal Maintenance Inspector

4. Date Approval is effective: 02/02/2006 Amendment Number: 2
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 2/2/2006 5:23:45 PM

Reed, Howard H
Director of Operations

Date: 02/02/2006

E096 . Aircraft Weighing

HQ Control: 11/21/2016

HQ Revision: 02a

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

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

Table 1 – Individual Aircraft Weights

Aircraft M/M/S	Weighing Interval	Weight and Balance Control Program
BO-105S-CBS4	36 Months	At least every 36 Months per GMM Paragraph 2.34, as revised.
BHT-412-412	36 Months	At least every 36 Months per GMM Paragraph 2.34, as revised.

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

Table 2 – Fleet Aircraft Weights

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

Note: Document references by volume, chapter, etc.

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

3. I hereby accept and receive the Operations Specifications in this paragraph.
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H101 . Terminal Instrument Procedures - Helicopter

HQ Control: 06/07/2002

HQ Revision: 01b

a. The certificate holder is authorized to conduct terminal instrument operations using the procedures and minimums 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 14 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 meet criteria equivalent to that specified in either the United States Standard for Terminal Instrument Procedures (TERPS) or ICAO Document 8168-OPS, Procedures for Air Navigation Services-Aircraft Operations (PANS-OPS), Volume II.

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 or ICAO PANS-OPS criteria and submits 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 or ICAO PANS-OPS criteria and submits to the FAA a copy of the terminal instrument procedure with supporting documentation.
- (3) When operating at foreign airports where the metric system is used and the minimums are specified only in meters, the certificate holder shall use the metric operational equivalents in the following tables for both takeoff and landing operations. (N/A = Not Applicable)

Table 1

RVR Conversion	
Feet	Meters
300 ft	75 m
400 ft	125 m
500 ft	150 m
600 ft	175 m
700 ft	200 m
1000 ft	300 m
1200 ft	350 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	Nautical Miles
¼ sm	400 m	¼ nm
3/8 sm	600 m	3/8 nm
1/2 sm	800 m	1/2 nm
5/8 sm	1000 m	5/8 nm
3/4 sm	1200 m	7/10 nm
7/8 sm	1400 m	7/8 nm
1 sm	1600 m	9/10 nm
1 1/8 sm	1800 m	1 1/8 nm
1 ¼ sm	2000 m	1 1/10 nm
1 ½ sm	2400 m	1 3/10 nm
1 ¾ sm	2800 m	1 ½ nm
2 sm	3200 m	1 ¾ nm
2 ¼ sm	3600 m	2 nm
2 ½ sm	4000 m	2 2/10 nm
2 ¾ sm	4400 m	2 4/10 nm
3 sm	4800 m	2 6/10 nm

(4) When operating at foreign airports where the published landing minimums are specified in RVR, the RVR may not be available, therefore the meteorological visibility is reported. When the minimums 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 minimums, 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

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1. Issued by the Federal Aviation Administration.
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H102 . Basic Instrument Approach Procedure Authorizations - All Airports **HQ Control: 11/22/2000**
HQ Revision: 030

The certificate holder is authorized to conduct the following types of instrument approach procedures and shall not conduct any other types.

Instrument Approach Procedures (Other Than ILS & MLS) Non-Precision Approaches Without Vertical Guidance	Instrument Approach Procedures (Other Than ILS & MLS) Precision-Like Approaches With Vertical Guidance	Precision Approach Procedures (ILS, MLS & GLS)
GPS	RNAV (GPS)	ILS
LOC	LDA with glideslope	ILS/DME
LOC BC		
LDA		
LOC/DME		
RNAV (GPS)		
RNAV (VOR/DME)		
SDF		
VOR		
NDB		
VOR/DME		
ARA		

b. Conditions and Limitations .

(1) All the approaches approved by this Operations Specification must be published in accordance with Title 14 of the Code of Federal Regulations (14 CFR) Part 97 or the foreign State authority.

(2) Approach procedures listed in column 1 of this Operations Specification must be trained and conducted in accordance with an approved procedure that assures descent will not go below Minimum Descent Altitude (MDA) unless the required visual references for continuing the approach are present.

(3) Approach procedures listed in column 2 of this Operations Specification authorize the certificate holder to conduct instrument approach procedures approved with vertical guidance that provide a precision-like approach and are to be trained using an approved method that allows descent to a published decision altitude (DA).

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1. Issued by the Federal Aviation Administration.
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**H103 . Straight-In Category I Non-Precision Approach
Procedures - All Airports**

HQ Control: 11/22/2000

HQ Revision: 030

a. Except as provided in this paragraph, the certificate holder shall not use any Category I IFR landing minimum lower than that prescribed by any applicable published instrument approach procedure. The IFR landing minimums prescribed in this paragraph are the lowest authorized (other than Airborne Radar approaches) for use at any airport. Provided that the fastest approach speed used in the final approach segment is less than 91 knots, the certificate holder is authorized to conduct straight-in instrument approach procedures using the following:

(1) The published Category A minimum descent altitude (MDA) or decision height (DH), as appropriate.

(2) One-half of the published Category A visibility/RVR minimum or the visibility/RVR minimums prescribed by this paragraph, whichever is higher.

b. Straight-In Category I Nonprecision Approach Procedures. The certificate holder shall not use an IFR landing minimum for straight-in nonprecision approach procedures, lower than that specified in the following table. Touchdown Zone (TDZ) RVR reports, when available for a particular runway, are controlling for all approaches to and landings on that runway. (See NOTE 7.)

NONPRECISION APPROACHES					
Approach Light Configuration	HAT (See NOTES 1, 2,& 3)	Helicopters Operated at Speeds of 90 kts or Less (see NOTE 6)		Helicopters Operated at Speeds More Than 90 Knots	
		Visibility In SM.	TDZ RVR In Feet	Visibility In SM.	TDZ RVR In Feet
No Lights	250	3/8	2000	1	5000
ODALS or MALS or SALS	250	3/8 (See NOTE 5)	1600 (See NOTE 5)	3/4	4000
MALSR or SSALR or ALSF-1 or ALSF-2	250	1/4 (See NOTE 5)	1600 (See NOTE 5)	1/2 (See NOTE 4)	2400 (See NOTE 4)
DME ARC any light configuration	500	3/4	4000	1	5000

NOTE 1: For NDB approaches with a FAF, add 50 ft. to the HAT.

NOTE 2: For NDB approaches without a FAF, add 100 ft. to the HAT.

NOTE 3: For VOR approaches without a FAF, add 50 ft. to the HAT.

NOTE 4: For NDB approaches, the lowest authorized visibility is 3/4 and the lowest RVR is RVR 4000.

NOTE 5: For NDB approaches, the lowest authorized visibility is 3/8 and the lowest RVR is RVR 2000.

NOTE 6: A visual descent gradient of 6 degrees or more is required and must be used when operating with these minimums.

NOTE 7: The Mid RVR and Rollout RVR reports (if available) provide advisory information to pilots.

The Mid RVR report may be substituted for the TDZ RVR report if the TDZ RVR report is not

available.

c. Special Limitations and Provisions for Instrument Approach Procedures at Foreign Airports. If the certificate holder is authorized operations at foreign airports, the following criteria apply.

(1) Foreign approach lighting systems equivalent to U.S. standards are authorized for both precision and nonprecision approaches. Sequenced flashing lights are not required when determining the equivalence of a foreign lighting system to U.S. standards.

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

(a) When an obstruction clearance limit (OCL) is specified, the authorized MDA or DH 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 nonprecision approaches, the MDA may be rounded to the next higher interval of 10 foot increment.

(b) When an obstacle clearance altitude (OCA)/obstacle clearance height (OCH) is specified, the authorized MDA or DH is equal to the OCA/OCH. For nonprecision approaches, the authorized MDA may be expressed in intervals of 10 feet.

(c) The HAT or HAA used for nonprecision approaches shall not be below those specified in subparagraph a. The HAT or HAA used for precision approaches shall not be below those specified in subparagraph b.

(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 e.(2) above will be established in accordance with criteria prescribed by U.S. TERPS.

(4) When conducting an instrument approach procedure outside the United States, the certificate holder shall not operate an aircraft below the prescribed MDA or continue an approach procedure below the DH, 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 glide path indicator (such as, VASI, PAPI).
- (f) Any other feature which clearly identifies the landing surface.

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1. Issued by the Federal Aviation Administration.
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H105 . Alternate Airport IFR Weather Minimums

HQ Control: 12/19/2019

HQ Revision: 040

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. In no case shall the certificate holder use an alternate airport weather minimum lower than any applicable minimum derived from this table.

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 a CAT I precision approach procedure, or, when applicable, a circling maneuver from an IAP.	A ceiling derived by adding 200 ft to MDA(H) or DA(H), as applicable.	1 statute mile (sm) or 1600 m but never less than the minimum visibility for the approach to be flown.

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 Global Positioning System (GPS)-based instrument approach procedure (IAP) unless the certificate holder is authorized to conduct GPS-based IAP and meets the requirements in subparagraph b(5).

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

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

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

(5) Use of GPS-Based IAP Minimums at an Alternate Airport. The certificate holder may use GPS-based IAP minimums at an alternate airport with the rotorcraft make, model, and series (M/M/S) listed in Table 2 below. 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, Area Navigation (RNAV) (GPS), and RNAV (Required Navigation Performance (RNP)). Use of GPS-based IAP minimums at the departure, en route, or destination alternate airport is authorized in the U.S. National Airspace System (NAS) and in any foreign State where GPS-based (or other Global Navigation Satellite System (GNSS)-based, including Satellite-based Augmentation

System (SBAS)-based) approaches are authorized for alternate planning as determined by the applicable Aeronautical Information Publication (AIP).

Table 2 - GPS-Based IAP Authorizations

Rotorcraft M/M/S	Conditions and Limitations	Remarks
BHT-412-412	Subparagraph b(5)(e)(iii)	

(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 H102, Basic Instrument Approach Procedures Authorizations - All Airports, if applicable; operations specification H122, Special Instrument Procedures for Rotorcraft Operations; and operations specification H123, Class 1 Navigation Using Area or Long-Range Navigation Systems with WAAS for Rotorcraft RNP 0.3 En Route and Terminal Operations, if applicable.

(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 Notices to Airmen (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 (FAS), unless otherwise authorized. For example, the certificate holder may use GPS to substitute for an out-of-service Very High Frequency Omni-directional range (VOR) that supports an instrument landing system (ILS) Missed Approach Procedure (MAP) at an alternate airport (unless the procedure is NOTAM'd "not authorized").

(e) The certificate holder may use GPS-based IAP with the rotorcraft M/M/S listed in Table 2 according to the conditions and limitations in subparagraphs b(5)(e)(i) through (iv), as indicated in the "Conditions and Limitations" column for each rotorcraft 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 use 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 use LNAV (or circling) MDA(H) or LNAV/vertical navigation (VNAV) decision altitude (height) (DA(H)) if using baro-VNAV.

(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 use 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 to use LNAV (or circling) MDA(H) or LNAV/VNAV DA(H) if using baro-VNAV.

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**H106 . IFR Standard Takeoff Minimums, Helicopter
Operations**

HQ Control: 10/17/2002

HQ Revision: 02b

The standard takeoff minimums are defined as 1/2 statute mile visibility or RVR 2400 for helicopters. 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.

- a. When a takeoff minimum is not published, the certificate holder may use the 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.
- b. When a published takeoff minimum is greater than the 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.
- c. When takeoff minimums are less than the standard takeoff minimum, the certificate holder is authorized to use a takeoff minimum equal to the lowest authorized straight-in Category I IFR landing minimum applicable to the certificate holder for that particular airport. The Touchdown Zone RVR report, if available, is controlling.

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**H112 . Instrument Approach Operations Using an Area
Navigation System**

HQ Control: 06/26/1998

HQ Revision: 020

The certificate holder is authorized to conduct Category I published RNAV instrument approach procedures using area navigation systems to the airports and runways approved for such operations in Title 14 Code of Federal Regulations (CFR) Part 97 or these operations specifications and shall conduct all such operations in accordance with the provisions of these operations specifications.

a. Authorized Aircraft and Equipment. The certificate holder is authorized to conduct instrument approach operations using the following aircraft and area navigation systems.

Aircraft M/M/S	Area Navigation Systems (Manufacturer/Model)
BHT-412-412	Garmin 430 Waas and/or Bendix-Honeywell Primus 660

b. Special Limitations.

(1) The certificate holder shall not conduct any operation authorized by this paragraph, unless the certificate holder's approved training program provides training in the equipment and special procedures to be used.

(2) A pilot-in-command shall not conduct operations authorized by this paragraph until that pilot has successfully completed the certificate holder's approved training program. The pilot must be certified as qualified (by one of the certificate holder's check airmen or an FAA inspector) for instrument approach operations using the installed area navigation system.

(3) During the initial 6 months of operation with a particular aircraft and area navigation system combination, the certificate holder shall not use IFR approach and landing minimums, for that particular aircraft system combination, lower than 200 feet and 1/2 statute mile above the lowest MDA/DH and visibility/RVR minimums authorized for instrument approaches and landings at that airport using area navigation systems.

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1. Issued by the Federal Aviation Administration.
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H113 . Special Terminal Area IFR Rotorcraft Operations in Class G Airspace--Nonscheduled Passenger and All-Cargo Operations

HQ Control: 11/08/1999

HQ Revision: 020

The certificate holder is authorized to conduct nonscheduled passenger and all-cargo (scheduled and nonscheduled) special terminal area IFR rotorcraft operations in Class G airspace specified in accordance with the limitations and provisions of this paragraph. The certificate holder shall not conduct any other special 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.
 - (3) The airport has a suitable means for the pilot-in-command 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.
- 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 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.

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1. Issued by the Federal Aviation Administration.
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H116 . IFR Lower Than Standard Takeoff Minimums,
Helicopter Operations

HQ Control: 04/15/2002

HQ Revision: 00a

The standard takeoff minimums are defined as 1/2 statute mile visibility or RVR 2400 for helicopters. 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 and paragraph H106.

a. When takeoff minimums are less than the standard takeoff minimum and the operation is conducted in compliance with the provisions and limitations of subparagraph b., the certificate holder is authorized to use the lower than standard minimums described below:

(1) Visibility or RVV 1/4 statute mile or Touchdown Zone RVR 1200, provided at least one of the following visual aids is available. The Touchdown Zone RVR report, if available, is controlling. The Mid RVR report may be substituted for the Touchdown Zone RVR report if the Touchdown Zone RVR report is not available.

(a) Operative high intensity runway lights (HIRL).

(b) Operative runway centerline lights (CL).

(c) Runway centerline marking (RCLM).

(d) In circumstances when none of the above visual aids are available, visibility or RVV 1/4 statute mile may still be used, provided the 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 run.

(2) Touchdown Zone RVR 600 (beginning of takeoff run), Mid RVR 600, and Rollout RVR 600, provided all of the following visual aids and RVR equipment are available. The Mid RVR report may be substituted for the Touchdown Zone RVR report if the Touchdown Zone RVR report is not available.

(a) Operative runway centerline lights (CL).

(b) Runway centerline markings (RCLM).

(c) Operative Touchdown Zone and Rollout RVR reporting systems serving the runway to be used, both of which are controlling, or three RVR reporting systems serving the runway to be used, all of which are controlling. However, if one of the three RVR reporting systems has failed, a takeoff is authorized, provided the remaining two RVR values are at or above the appropriate takeoff minimum as listed in this subparagraph.

(3) At foreign airports which have runway lighting systems equivalent to U.S. standards, takeoff is authorized with a reported Touchdown Zone RVR of 175 meters, Mid RVR of 175 meters, and Rollout RVR of 175 meters. At foreign airports where reported RVR values are in 50 meter increments, takeoff is authorized with a reported Touchdown Zone RVR of 200 meters, Mid RVR of 200 meters, and Rollout RVR of 150 meters. At those airports where it has been determined that the runway lighting system is not equivalent to U.S. standards, the minimum in

subparagraph d(1), applies.

b. The certificate holder shall conduct all operations using the lower than standard takeoff minimums described in subparagraph a. above in compliance with the following limitations:

(1) Each aircraft must be operated with a flightcrew consisting of at least two pilots. Use of an autopilot in lieu of a required second-in-command is not authorized.

(2) Each pilot station must have operational equipment which displays a reliable indication of the following:

- (a) Aircraft pitch and bank information, from a gyroscopic source.
- (b) Aircraft heading, from a gyroscopic source.
- (c) Vertical speed.
- (d) Airspeed.
- (e) Altitude.

(3) Each pilot station must have an independent source of power for the equipment required in subparagraphs b(2)(a) and b(2)(b).

(4) Each pilot-in-command must have at least 100 hours flight time as pilot-in-command in the specific make and model aircraft used under this authorization and must have satisfactorily completed the certificate holder's approved training program for the minimums authorized by subparagraph a. which includes the methods used to ensure compliance with the performance limitations in subparagraph b(6), when applicable.

(5) Any second-in-command authorized by the certificate holder to manipulate the flight controls during takeoff (using the minimums authorized by subparagraph a) must have at least 100 hours flight time as a pilot in the specific make and model aircraft and must have satisfactorily completed the certificate holder's approved training program for those minimums.

(6) For takeoffs when the RVR is less than Touchdown Zone RVR 1200 and Rollout RVR 1000, each helicopter used must be operated at a takeoff weight not greater than the weight at which the helicopter, with an engine failure at any point in the takeoff path can meet either subparagraph (a) or (b) below.

(a) Return to, and stop safely on, the takeoff area.

(b) Continue the takeoff and clear all obstacles along the takeoff path by either a height of 35 feet vertically or 200 feet horizontally within the airport boundaries and 300 feet horizontally after passing the airport boundaries. In these operations specifications the takeoff path extends from a standing start to a point in the takeoff at which the helicopter is 1500 feet above the takeoff surface, or a point at which the transition from the takeoff configuration to the en route configuration is completed, whichever is higher.

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

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H117 . Straight-in Category I Precision Instrument Approach Procedures - All Airports

HQ Control: 11/22/2000

HQ Revision: 000

a. Except as provided in this paragraph, the certificate holder shall not use any Category I IFR landing minimum lower than that prescribed by any applicable published instrument approach procedure. The IFR landing minimums prescribed in this paragraph are the lowest authorized (other than Airborne Radar approaches) for use at any airport. Provided that the fastest approach speed used in the final approach segment is less than 91 knots, the certificate holder is authorized to conduct straight-in precision instrument approach procedures using the following:

(1) The published Category A minimum descent altitude (MDA) or decision height (DH), as appropriate.

(2) One-half of the published Category A visibility/RVR minimum or the visibility/RVR minimums prescribed by this paragraph, whichever is higher.

b. Straight-In Category I Precision Approach Procedures. The certificate holder shall not use an IFR landing minimum for straight-in precision approach procedures lower than that specified in the following table. Touchdown zone RVR reports, when available for a particular runway, are controlling for all approaches to and landings on that runway. (See NOTE 2.)

Precision Approaches		Full ILS (See NOTE 1), MLS, or PAR			
Approach Light Configuration	HAT	Helicopters Operated at Speeds of 90 Knots or Less		Helicopters Operated at Speeds More Than 90 Knots	
		Visibility In SM.	TDZ RVR In Feet	Visibility In SM.	TDZ RVR In Feet
No Lights or ODALS or MALS or SSALS	200	3/4	3500	3/4	4000
MALSR or SSALR or ALSF-1 or ALSF-2	200	1/4	1600	1/2	2400
MALSR with TDZ and CL or SSALR with TDZ and CL or ALSF-1/ALSF-2 with TDZ and CL	200	1/4	1600	1/2	1800

NOTE 1: A full ILS requires an operative LOC, GS, and OM or FAF. A precision or surveillance radar fix, an NDB, VOR, DME fix, or a published minimum GSIA fix may be used in lieu of an outer marker.

NOTE 2: The Mid RVR and Rollout RVR reports (if available) provide advisory information to pilots. The Mid RVR report may be substituted for the TDZ RVR report if the TDZ RVR report is not available.

c. Special Limitations and Provisions for Instrument Approach Procedures at Foreign Airports. If the certificate holder is authorized operations at foreign airports, the following criteria apply.

(1) Foreign approach lighting systems equivalent to U.S. standards are authorized for both precision and nonprecision approaches. Sequenced flashing lights are not required when determining the equivalence of a foreign lighting system to U.S. standards.

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

(a) When an obstruction clearance limit (OCL) is specified, the authorized MDA or DH 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 nonprecision approaches, the MDA may be rounded to the next higher interval of 10 foot increment.

(b) When an obstacle clearance altitude (OCA)/obstacle clearance height (OCH) is specified, the authorized MDA or DH is equal to the OCA/OCH. For nonprecision approaches, the authorized MDA may be expressed in intervals of 10 feet.

(c) The HAT or HAA used for nonprecision approaches shall not be below those specified in subparagraph a. The HAT or HAA used for precision approaches shall not be below those specified in subparagraph b.

(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 e (2) above will be established in accordance with criteria prescribed by U.S. TERPS.

(4) When conducting an instrument approach procedure outside the United States, the certificate holder shall not operate an aircraft below the prescribed MDA or continue an approach procedure below the DH, 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 glide path indicator (such as, VASI, PAPI).
- (f) Any other feature which clearly identifies the landing surface.

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

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H118 . Category I IFR Landing Minimums - Circle-to-Land Approach Maneuver

HQ Control: 11/22/2000

HQ Revision: 000

- a. Except as provided in this paragraph, the certificate holder shall not use any Category I IFR landing minimum lower than that prescribed by any applicable published instrument approach procedure. The IFR landing minimums prescribed in this paragraph are the lowest authorized (other than Airborne Radar approaches) for use at any airport. The certificate holder is authorized to conduct circling maneuvers using the following:
- b. Circling Maneuvers. The certificate holder shall not conduct circling maneuvers when the ceiling is less than 1000 feet or the visibility is less than 3 statute miles, unless the pilot-in-command has satisfactorily completed an approved training program for the circling maneuver or satisfactorily completed a flight check for the circling maneuver. The certificate holder shall not use a speed during the circling maneuver which is slower than the approved Instrument Flight Minimum Speed (V-mini) specified in the FAA approved Rotorcraft Flight Manual. When conducting an instrument approach procedure which requires a circling maneuver to the runway of intended landing, the certificate holder shall not use a landing minimum lower than the minimum prescribed for the applicable circling maneuver or a landing minimum lower than specified in the following table, whichever is higher. The lowest authorized IFR landing minimum for instrument approaches which require a circling 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 circling maneuver.

Speed Category	HAA	Visibility in statute miles
less than 91 kts	350	1
91 to 120 kts	450	1
121 to 140 kts	450	1 1/2
141 to 165 kts	550	2
above 165 kts	1000	3

- c. Special Limitations and Provisions for Instrument Approach Procedures at Foreign Airports. If the certificate holder is authorized operations at foreign airports, the following criteria apply.

- (1) Foreign approach lighting systems equivalent to U.S. standards are authorized for both precision and nonprecision approaches. Sequenced flashing lights are not required when determining the equivalence of a foreign lighting system to U.S. standards.
- (2) For straight-in landing minimums at foreign airports where an MDA or DH is not specified, the lowest authorized MDA or DH shall be obtained as follows:
- (a) When an obstruction clearance limit (OCL) is specified, the authorized MDA or DH 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 nonprecision approaches, the MDA may be rounded to the next higher interval of 10 foot increment.
- (b) When an obstacle clearance altitude (OCA)/obstacle clearance height (OCH) is specified, the authorized MDA or DH is equal to the OCA/OCH. For nonprecision approaches, the authorized MDA may be expressed in intervals of 10 feet.

(c) The HAT or HAA used for nonprecision approaches shall not be below those specified in subparagraph a. The HAT or HAA used for precision approaches shall not be below those specified in subparagraph b.

(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 e.(2) above will be established in accordance with criteria prescribed by U.S. TERPS.

(4) When conducting an instrument approach procedure outside the United States, the certificate holder shall not operate an aircraft below the prescribed MDA or continue an approach procedure below the DH, 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 glide path indicator (such as, VASI, PAPI).
- (f) Any other feature which clearly identifies the landing surface.

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

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

H119 . Category I Contact Approach Procedures

HQ Control: 11/22/2000

HQ Revision: 000

a. Except as provided in this paragraph, the certificate holder shall not use any Category I IFR landing minimum lower than that prescribed by any applicable published instrument approach procedure. The IFR landing minimums prescribed in this paragraph are the lowest authorized (other than Airborne Radar approaches) for use at any airport. The certificate holder is authorized to conduct contact approaches using the following:

b. Contact Approaches. The certificate holder shall not conduct contact approaches, unless the pilot-in-command has satisfactorily completed an approved training program for contact approaches. In addition, the certificate holder shall not conduct a contact approach unless the approach is conducted to an airport with an approved instrument approach procedure for that airport, and all of the following conditions are met:

(1) The flight remains under instrument flight rules and is authorized by ATC to conduct a contact approach.

(2) The report visibility/RVR for the runway of intended landing is at or above the authorized IFR minimum for the Category I nonprecision approach established for that runway or one statute mile (RVR 5000), whichever is higher.

(3) The flight is operating clear of clouds and can remain clear of clouds throughout the contact approach. The flight visibility must be sufficient for the pilot to see and avoid all obstacles and safely maneuver the aircraft to the landing runway using external visual references.

(4) The flight does not descend below the MEA/MSA, MVA, or the FAF altitude, as appropriate, until:

(a) The flight is established on the instrument approach procedure, operating below the reported ceiling, and the pilot has identified sufficient prominent landmarks to safely navigate the aircraft to the airport, or

(b) The flight is operating below any cloud base which constitutes a ceiling, the airport is in sight, and the pilot can maintain visual contact with the airport throughout the maneuver.

(5) The flight does not descend below the highest circling MDA prescribed for the runway of intended landing until the aircraft is in a position from which a descent to touchdown, within the touchdown zone, can be made at a normal rate of descent using normal maneuvers.

c. Special Limitations and Provisions for Instrument Approach Procedures at Foreign Airports. If the certificate holder is authorized operations at foreign airports, the following criteria apply.

(1) Foreign approach lighting systems equivalent to U.S. standards are authorized for both precision and nonprecision approaches. Sequenced flashing lights are not required when determining the equivalence of a foreign lighting system to U.S. standards.

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

(a) When an obstruction clearance limit (OCL) is specified, the authorized MDA or DH 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 nonprecision approaches, the MDA may be rounded to the next higher interval of 10 foot increment.

(b) When an obstacle clearance altitude (OCA)/obstacle clearance height (OCH) is specified, the authorized MDA or DH is equal to the OCA/OCH. For nonprecision approaches, the authorized MDA may be expressed in intervals of 10 feet.

(c) The HAT or HAA used for nonprecision approaches shall not be below those specified in subparagraph a. The HAT or HAA used for precision approaches shall not be below those specified in subparagraph b.

(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 e.(2) above will be established in accordance with criteria prescribed by U.S. TERPS.

(4) When conducting an instrument approach procedure outside the United States, the certificate holder shall not operate an aircraft below the prescribed MDA or continue an approach procedure below the DH, 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 glide path indicator (such as, VASI, PAPI).
- (f) Any other feature which clearly identifies the landing surface.

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

3. I hereby accept and receive the Operations Specifications in this paragraph.
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H120 . Airports Authorized for Scheduled Helicopter Operations

HQ Control: 08/14/2000

HQ Revision: 02b

a. The certificate holder is authorized to conduct scheduled passenger and cargo operations between the regular, refueling, and provisional airports specified in the following table. Except for alternate airports, the certificate holder shall not use any other airport in the conduct of scheduled passenger and cargo operations. The certificate holder shall maintain a list of alternate airports which can be used and shall not use any alternate airport unless it is suitable for the type of aircraft being used and the kind of operation being conducted.

b. The following definitions shall apply:

Regular Airport . An airport approved under scheduled service to a community as the regular stop to that community.

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

R = Regular, A = Alternate

The complete **Airports Authorized for Scheduled Helicopter Operations** table begins on the next page.

Airports Authorized for Scheduled Helicopter Operations

AIRPORTS Airport Name, INDENT	HELICOPTERS AUTHORIZED			
	BHT-206	BHT-407	BHT-412	BO-105S
PAUT; AKUTAN, AK	R	R	R	R
KQA; AKUTAN, AK	R	R	R	R

Operations Specifications

AIRPORTS Airport Name, INDENT	HELICOPTERS AUTHORIZED			
	BHT-206	BHT-407	BHT-412	BO-105S
PADU; UNALASKA, AK	R, A	R, A	R, A	R, 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.

H122 . Special Instrument Procedures for Rotorcraft Operations

HQ Control: 02/03/2016

HQ Revision: 010

a. The certificate holder is authorized to conduct special instrument approach procedure (IAP), departure procedure and Standard Terminal Arrival (STAR) operations specified by airport and procedure name, as listed in Table 1 of this operations specification.

Table 1 - Authorized Airports, Procedures and Rotorcraft

Airport Identifier (ICAO)	Procedure Name, ORIG or AMDT NO.	Airport State	Rotorcraft M/M/S	Limitations and Provisions
PAAD; DEADHORSE/POINT THOMSON AIRSTRIP, AK (FAA LID 37AA)	RNAV (GPS) RWY 5, ORIG-A	AK	BHT-412-412	none
PAAD; DEADHORSE/POINT THOMSON AIRSTRIP, AK (FAA LID 37AA)	RNAV (GPS) RWY 23, ORIG-A	AK	BHT-412-412	none
PAAD; DEADHORSE/POINT THOMSON AIRSTRIP, AK (FAA LID 37AA)	PAAD Obstacle Departure (ODP) Original	AK	BHT-412-412	none
PABP; DEADHORSE/BADAMI, AK (FAA LID AK78)	RNAV (GPS) RWY 4, AMDT 1	AK	BHT-412-412	none
PABP; DEADHORSE/BADAMI, AK (FAA LID AK78)	RNAV (GPS) RWY 22, AMDT 1	AK	BHT-412-412	none
PABP; DEADHORSE/BADAMI, AK (FAA LID AK78)	PABP Obstacle Departure (ODP) AMDT 1	AK	BHT-412-412	none
PAGB; GALBRAITH LAKE, AK	RNAV (GPS) RWY 14, Amendment 1	AK	BHT-412-412	Per 8260-7 & 8260-10
PAGB; GALBRAITH LAKE, AK	ARTIC TWO (RNAV) DEPARTURE	AK	BHT-412-412	Per 8260-7 & 8260-10
PAGB; GALBRAITH LAKE, AK	TAKEOFF ODP, AMDT 2A	AK	BHT-412-412	Per 8260-7B
PAPR; PROSPECT CREEK, AK	CYCLE ONE RNAV DEPARTURE	AK	BHT-412-412	Per 8260-7B
PAPR; PROSPECT CREEK, AK	RNAV (GPS) Z, RWY 1, Orig	AK	BHT-412-412	Per 8260-7 & 8260-10
PAPR; PROSPECT CREEK, AK	RNAV (GPS) M RWY 1 ORIG-A	AK	BHT-412-412	Per 8260-7 & 8260-10
PAPR; PROSPECT CREEK, AK	RNAV (GPS) RWY 19, AMDT 1	AK	BHT-412-412	Per 8260-7 & 8260-10
PAPR; PROSPECT CREEK, AK	TAKEOFF ODB, AMDT 1	AK	BHT-412-412	Per 8260-7B

b. Additional Requirements. The following operations specifications may be required for the authorization of specific procedures in this operations specification, H122.

(1) The certificate holder must be authorized H102, Basic Instrument Approach Procedure Authorizations—All Airports. The “type” of approach authorized in H122 must be authorized in

H102.

(2) Operations specifications H112, Instrument Approach Operations Using an Area Navigation System; H113, Special Terminal Area IFR Rotorcraft Operations in Class G Airspace - Nonscheduled Passenger and All-Cargo Operations; and/or H121, Special Terminal IFR Rotorcraft Operations in Class G Airspace—Scheduled Passenger Operations, may be required.

c. Required Training. Flightcrews must be trained in accordance with the certificate holder's training program before conducting any operations authorized by this operations specification.

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

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