

CHAPTER 3. SELECTED PRACTICES

SECTION 2. SINGLE PILOT, SINGLE PILOT-IN-COMMAND (PIC), AND BASIC FAR PART 135 OPERATORS

165. GENERAL. This section provides direction and guidance to inspectors for the certification of Federal Aviation Regulations (FAR) Part 135 operators of limited size and scope who are not required to comply with all regulatory requirements for manuals, training programs, and management positions. These operators normally need less extensive manuals or training programs and will have fewer management positions than more complex FAR Part 135 operators. However, these operations will not be permitted a reduction in safety standards due to their limited size and scope. Three types of FAR Part 135 operators whose operations are limited in size and scope are defined in paragraph 167.

167. DEFINITIONS.

A. Single Pilot Operator. A single pilot operator is a certificate holder using only one pilot for FAR Part 135 operations. The pilot shall be identified by name on the certificate holder's operations specifications (OpSpecs). Using "freelance" pilots or temporary pilot employees in place of the pilot named on the OpSpecs is not authorized. FAR Part 135 does not require single pilot operators to maintain manuals, training programs, or management positions (no deviation required). Selected practices for certification of single pilot operators are in this section.

B. Single PIC Operator. A single PIC operator is a certificate holder using only one PIC for FAR Part 135 operations. The PIC shall be identified by name on the certificate holder's OpSpecs. Using "freelance" pilots or temporary pilot employees in place of the PIC named on the OpSpecs is not authorized. The certificate holder may be authorized to use no more than three individuals as second-in-command (SIC) pilots. These individuals will be identified by name on the certificate holder's OpSpecs and shall meet all requirements of FAR Part 135 to serve as SIC's. Single PIC operators are not authorized to operate aircraft type certificated for more than nine passenger seats, conduct Category II (CAT II) or Category III (CAT III) operations or conduct operations outside the United States (U.S.), Canada, Mexico, or the Caribbean. Certificate-holding district offices

(CHDO) are authorized to grant single PIC operators complete deviations from FAR § 135.21(a), 135.37(a), and 135.341(a). In some situations a complete deviation may not be justified, and the CHDO may determine that partial deviations are more appropriate.

C. Basic FAR Part 135 Operator. A basic FAR Part 135 operator is a certificate holder using more than one PIC and authorized (because of the operation's limited size and scope), certain deviations from the manual content, management personnel, and training program curriculum requirements of FAR Part 135. This section establishes the extent of deviation authorized, the maximum size and scope of operation, and selected practices applicable to the certification of a basic FAR Part 135 operator.

169. CERTIFICATION PROCESS. Processing applications for certificates to conduct single pilot, single PIC, and basic FAR Part 135 operations will generally follow the same certification procedures as other applicants. Certification of these applicants may take less time since fewer documents, facilities, and other items require Federal Aviation Administration (FAA) evaluation. Applicable differences in the certification process for single pilot, single PIC, and basic FAR Part 135 operators are discussed in this chapter.

171. SPECIAL AIRWORTHINESS CONSIDERATIONS. Any single pilot, single PIC, or basic FAR Part 135 certificate holder may elect to maintain aircraft under FAR § 135.411(a)(2). Maintenance programs under FAR § 135.411(a)(2) require more extensive written procedures than those usually required for small operators by FAR § 135.23. Compliance with FAR § 135.411(a)(2) requires a more complex maintenance program and may require small operators to employ additional qualified management personnel. Therefore, regardless of the minimum standards for personnel and manuals established elsewhere in this section, Part D of the operations specifications authorizing aircraft maintenance under FAR § 135.411(a)(2) shall not be issued to these types of operators unless the CHDO determines that the operator has appropriate personnel and manu-

als to provide adequate means of compliance with FAR § 135.411(a)(2).

173. CERTIFICATION PROCESS DIFFERENCES FOR SINGLE PILOT AND SINGLE PIC OPERATORS. This paragraph describes deletions, modifications, and additions to the certification process for single pilot and single PIC applicants.

A. Differences in the preapplication phase are as follows:

(1) In the "Preapplication Statement of Intent" (PASI) the applicant must state that the proposed operation will employ either one pilot or only one PIC. This statement should be entered in item 10 of the PASI. A single PIC applicant must attach to the PASI a brief statement identifying regulations from which deviations will be requested. This statement will include the number of SIC's the applicant proposes to use.

(2) During the preapplication meeting, the content and scope of the initial compliance statement shall be established by the certification project manager (CPM). The CPM must ensure that an applicant clearly understands the level of detail expected in the initial and final compliance statements. The initial compliance statement may be abbreviated where appropriate. However, an initial compliance statement that does not clearly document an applicant's knowledge of regulatory requirements is unacceptable. The initial compliance statement (and later, the final compliance statement) provides the only written evidence of a single pilot or single PIC operator's understanding of FAR requirements.

NOTE: Simple, conventional requirements for a single pilot operator using a four seat, single-engine airplane in day, visual flight rules (VFR)-only operations within the U.S. differ considerably from the requirements for a single pilot operation using a Cessna 441 turboprop airplane in day and night, all-weather, international operations. Neither operator in this example is required by FAR Part 135 to have manuals, training programs, or a full complement of management personnel. An examination of regulatory requirements that may apply to each operator's specific situation may reveal differences in the proposed types of operation, which would cause significant differences in the content and scope of the initial and final compliance statements.

(3) Preapplication meetings should be attended by the applicant's primary operations official and the single pilot or single PIC (if different from the primary operations official). A person who is competent to discuss aircraft maintenance requirements for the

applicant should also attend the meetings. An example of this attendance would be the Akers Realty Corporation which owns a Bell Jet Ranger helicopter and applies for a FAR Part 135 certificate. The individual with the authority to allow use of the helicopter is Mr. Bill Akers, vice president of sales. Mr. Terry Larson is the only pilot and is also sales manager for Akers. Maintenance is done by City-Copters Inc., a fixed base operator. In this situation it would be appropriate for Mr. Akers, Mr. Larson, and a representative from City Copters maintenance department to attend preapplication meetings.

B. Differences in the formal application phase are as follows:

(1) Formal application attachments for company general manuals and company training curriculums are not required to be submitted with the formal application.

(2) For single pilot and single PIC operators, attachments required to be submitted with the formal application are as follows:

- Schedule of Events
- Documents of purchase, contracts, leases and/or letter of intent
- Initial compliance statement
- Management qualification resumes

(3) The management qualification resumes are only required for the principal owner and company officers who are primarily responsible for operational control of the FAR Part 135 activities within the organization. This will provide assistance when determining compliance with FAR 135.13(b)(2). Examples of management qualification resumes to be submitted for these applicants are described as follows: A plastic products manufacturer based in Wilmington, Delaware, owns a King Air and applies for a certificate to operate under FAR Part 135. The company employs 1,400 people and has only one pilot. The company president has an office in New York City, and the plane is kept in Wilmington, Delaware. The only person who can authorize use of the aircraft is the Wilmington plant manager. In this case, the president and the Wilmington plant manager are the persons for whom resumes are required. Another example is the pilot/owner applicant when the pilot/owner will be the single pilot or single PIC. In this situation, only the resume of the pilot/owner is required.

C. Differences in the document compliance phase are as follows:

(1) The following items are not required and will not be evaluated unless the applicant chooses to develop and submit these to the FAA:

- General operation manuals (GOM)
- General maintenance manuals (GMM), if appropriate
- Pilot training program curriculums

NOTE: Any material submitted by an applicant must be evaluated for acceptance or approval regardless of whether it is considered required material. If, as an example, a single PIC operator chooses to submit a complete GOM, that manual must be evaluated and must meet the same criteria for acceptance as a required manual. Unacceptable submissions that are not corrected require denial of the application. It is irrelevant whether the submitted material is specifically required by an FAR.

(2) Other documents and items required to be submitted during the document compliance phase will be evaluated, including the following:

- Resumes for the individual or individuals who have operational control
- The operator's flight-locating procedures (required by FAR 135.79)
- Procedures to provide hazardous material training required by FAR 135.333

D. Differences in the demonstration and inspection phase are as follows:

(1) For single PIC operators, each SIC identified on the proposed certificate holder's OpSpecs must pass the entire check required by FAR 135.293 while occupying the normal SIC duty station (usually the right pilot seat in airplanes).

(2) There are no differences in the demonstration phase for single pilot operators.

NOTE: A proposed operation may have only one person (this person may be the owner, pilot, and mechanic) who uses a single-engine airplane in day VFR operations. The aircraft, facilities, equipment, records, and pilot/owner competency must be evaluated by the same careful process used for a larger, more complex operator. Although the scope of the operation may require fewer demonstrations or inspections, every operator must meet the safety standards required by the FAR. Proving tests may not be required by volume 3, chapter 9.

E. Differences in the certification phase are as follows:

(1) Single pilot or single PIC operators will be issued the appropriate standard OpSpecs paragraph which identifies by name one individual authorized as the pilot or PIC (figures 2.3.2.1. and 2.3.2.2.). For single PIC operators, no more than three individuals shall be authorized as SIC's (figure 2.3.2.2.).

(2) Normally a single PIC operator will be issued an OpSpecs paragraph authorizing complete deviations from FAR §§ 135.21(a), 135.37(a), and 135.341(a). (See figure 2.3.2.2.)

175. CONCEPT OF A BASIC FAR PART 135 OPERATOR.

A. *Basic FAR Part 135 Operators.* Basic FAR Part 135 operators are limited in size and scope. This paragraph establishes conditions that an operator must meet to qualify as a basic FAR Part 135 operator and specifies the extent of authorized deviations from the manual, management personnel, and training program requirements of FAR Part 135. Basic FAR Part 135 operators are required to have manuals, management personnel, and training curriculums adapted to their smaller, less complex operations. These requirements are discussed in detail in paragraphs 183C, D, and E. To be classified as a basic FAR Part 135 operator each of the following conditions and limitations must be met:

(1) No more than five pilots, including SIC's, are used in the operation.

(2) No more than five aircraft are used in the operation.

(3) No more than three different types of aircraft are used in the operation.

(4) No aircraft type certificated for more than nine passenger seats is used in the operation.

(5) No CAT II or CAT III operations are conducted.

(6) No operations are conducted outside the U.S., Canada, Mexico, and the Caribbean.

B. *Check Airmen Approval for Single Pilot, Single PIC and Basic 135 Operators.* Recent experience has indicated that many single pilot, single PIC, and basic FAR Part 135 operators who hold deviations granted by OpSpecs paragraph A16, have demonstrated the management skills, organizational abilities, and good regulatory compliance record to warrant the appointment of check airmen. Check airmen appointments should be limited to only those operators who have demonstrated to the satisfaction of the

assigned POI all of the above important characteristics.

(1) “Single pilot” operators may be granted approval to use a check airman who meets all the requirements of FAR Part 135 to serve as a check airman and is presently employed by another air carrier who is using the same type of aircraft. These operators shall be limited to one check airman approval at any one time.

(2) “Single PIC” operators may be granted approval to use a check airmen presently employed by another air carrier using the same type of aircraft and having an individual appointed as a current check airman in that type aircraft who meets all the requirements of FAR Part 135 to serve as a check airman. At the discretion of the POI, these check airmen may be authorized to give to both the single PIC and/or any of the SIC’s listed in paragraph A16 of the OpSpecs the proficiency or competency checks required by FAR Part 135. These operators shall be limited to one check airman authorization at a time.

(3) “Basic Part 135 On-Demand Only” and “Basic Part 135 On-Demand and Commuter” air carriers may be granted approval to use check airmen after receiving approval for a check airmen curriculum segment in their approved training programs.

NOTE: When check airmen are being approved for multiple operators under this paragraph, inspectors should refer to volume 3, chapter 3, section 2, paragraph 699 of this handbook for additional guidance.

(4) No change to the OpSpecs is necessary for a single pilot and single PIC operator. For a basic FAR Part 135 operator issued OpSpecs paragraph A16, “Basic Part 135 Operator--Commuter and On-Demand” or “Basic Part 135 Operator--On-Demand Only” the following revisions are required:

- Delete paragraph (b)(4) in its entirety.
- Amend the existing paragraph (a)(2)(a) to read as follows: “An approved basic indoctrination ground training curriculum segment that complies with FAR § 135.329(a)(1) and an approved check airmen training curriculum segment that complies with FAR § 135.339.”

NOTE: Figures 2.3.2.5. and 2.3.2.6. show sample OpSpecs for approval of check airmen in paragraph A16.

177. PROCEDURE FOR APPROVING DEVIATION FROM MANAGEMENT EXPERIENCE.

A. Initial Actions. When an operator requests approval for a deviation from the management experience requirements of FAR § 135.39, the operator must specify the deviations requested and the justifications for them. The POI will review the certificate holder’s request and justification as expeditiously as possible and then forward it with recommendations through appropriate CHDO channels to the manager of their Regional Flight Standards Division (RFSD).

B. Cover Letter Contents. The district office cover letter to the manager of the Flight Standards division should include at least the following information:

- That the information in the operator’s request and the candidate’s resume has been reviewed and verified by the POI
- The size and the scope of the intended operation (number and type of aircraft and crewmembers, areas of operations authorized, and types of operations authorized)
- Any significant justification or personal knowledge of the applicant
- A clear district office position
- The reasons for the finding if the applicant is deemed unsatisfactory

NOTE: If the POI finds that the candidate for a required management position is ineligible due to involvement in revocation proceedings as described in FAR § 135.13(b)(2), he or she should consult with the RFSD and regional counsel. If regional counsel determines that the management candidate is ineligible, the POI should return the application cover to the operator with an explanation of the reasons for denial.

C. Acceptable Experience. The POI should carefully evaluate deviation requests in regard to director of operations and chief pilot positions, considering the size, scope and future expansion plans of the operator. In reviewing deviation requests, the POI and the RFSD should determine if the proposed management candidate possesses the equivalent level of aeronautical management experience as a person who would meet the requirements of FAR 135.39. For example, experience as a corporate chief pilot, a manager of a corporate flight department, or an active duty military transport command pilot position may be satisfactory for this purpose; however, this experience should not be the only justification for the deviation request.

D. Unacceptable Experience. Flight instruction and other flight experience, such as crop dusting or external-load helicopter operations, should **not** be

considered as meeting any equivalent level of management experience required by FAR § 135.39.

E. Requests from Commuter Operators. Management qualification requirements are intended for all certificate

holders other than those covered by FAR § 135.37(a) and are specifically intended for commuter air carriers. The validity of any deviation request from commuter operators should be carefully considered since the purpose of the rule is to raise the level of safety through qualified, experienced management personnel. See paragraph 183C for further clarification.

F. Required Knowledge. The RFSD manager grants deviations for both operations and maintenance positions by determining if the applicant possesses the equivalent level of aeronautical experience as required by FAR § 135.39. The person under consideration must be knowledgeable of the regulations, manuals, OpSpecs, and other pertinent requirements.

G. Subsequent Action. When a decision concerning the request is reached, the RFSD manager issues an approval or denial of the request to the certificate holder and forwards a copy to the CHDO.

H. POI's Responsibilities. When a deviation is approved by the RFSD under FAR § 135.39(d), the POI will ensure that the operator notes the deviation in the appropriate section of the certificate holder's company manual. In addition, the CHDO will ensure that a record of the deviation is in OpSpecs paragraph A5.

179. DEVIATIONS FOR BASIC FAR PART 135 OPERATORS. When an applicant meets the requirements for a basic FAR Part 135 operator, certain deviations from FAR Part 135 may be authorized. These deviations are as follows:

- A reduction in the content of the operator's manual (FAR § 135.21(a))
- Different management positions or different numbers of management positions (FAR § 135.37(a))
- Limited modification of training program requirements (FAR 135.341(a))

181. DELEGATION OF AUTHORITY TO APPROVE DEVIATIONS. The manager of the Flight Standards District Office (FSDO) assigned certification responsibilities is authorized to approve deviations from FAR §§ 135.21(a), 135.37(a), and 135.341(a) for a basic FAR Part 135 operator applicant who proposes to conduct on-demand passenger or cargo carrying operations, or only scheduled passenger carrying operations. The RFSD manager

is authorized to approve deviations from FAR §§ 135.21(a), 135.37(a), 135.39 and 135.341(a), for a basic FAR Part 135 operator applicant who proposes to conduct scheduled passenger (commuter) operations. The RFSD manager shall not delegate this authority.

NOTE: If a basic FAR Part 135 operator has been granted a deviation by the CHDO manager and subsequently proposes to operate scheduled passenger carrying operations, any deviation must be re-evaluated for continued approval by the RFSD.

183. LIMITATION OF AUTHORITY TO APPROVE DEVIATIONS.

A. District and regional offices have limited authority to approve deviations from FAR §§ 135.21(a), 135.37(a), and 135.341(a). Deviations from these regulations may be granted only to operators who meet the criteria established in paragraph 175.

B. The authority to approve deviations from FAR §§ 135.21(a), 135.37(a), and 135.341(a) for FAR Part 135 operators and applicants who do not meet the criteria to be classified as single pilot, single PIC, or basic FAR Part 135 operators, is retained by the manager, Flight Standards National Field Office, AFS-500.

C. Deviation from the number of management positions required by FAR § 135.37(a)(1) and (3) will not be granted to any operator authorized to conduct scheduled passenger (commuter) operations. On-demand operators must have personnel in management positions who meet the qualifications for director of operations and the qualifications for director of maintenance. A person who meets both qualification criteria may serve in both positions for on-demand operators.

D. All basic FAR Part 135 operators shall have a manual that includes at least the information required by the following sections of FAR Part 135. Deviation from the manual content requirements of these sections of FAR Part 135 is not authorized.

- 135.23(a)--Management Personnel
- 135.23(b)--Weight and Balance
- 135.23(c)--Information from OpSpecs
- 135.23(e)--Airworthiness Information
- 135.23(f)--Recording Mechanical Irregularities
- 135.23(g)--Recording Corrective Action for Mechanical Irregularities

- 135.23(h)--Obtaining Service and Maintenance
- 135.23(i)--Use of MEL's (if applicable)
- 135.23(j)--Fuel Handling
- 135.23(k)--Passenger Briefing
- 135.23(l)--Flight Locating (if applicable)
- 135.23(o)--Approved Inspection Program (if applicable)

E. Deviation from training program requirements of FAR § 135.341(a) for basic FAR Part 135 operators is limited. The only deviation that may be approved is authorization for a basic FAR Part 135 operator to have portions of its training conducted by another FAR Part 135 operator or a training organization that specializes in providing ground, simulator, and aircraft training.

(1) The training organization must provide training equivalent to that required by Subpart H of FAR Part 135. In all cases the basic FAR Part 135 operator must train its personnel using only programs acceptable to the FAA and specifically authorized by the terms of the deviation. If a basic FAR Part 135 operator wishes to change any item in a training program which may affect the quality of training, the authorization for deviation must be completely re-examined to avoid degrading operational standards.

(2) The basic FAR Part 135 operator must provide to the FAA a written plan detailing how training will be implemented. The plan must accompany the request for deviation. A copy of the other FAR Part 135 operator's (or training organization's) curriculums must be attached to the plan. Before deviation is granted, the plan (and attached training curriculums) must be evaluated and accepted by the CPM or assigned POI, and the manager authorized to approve the deviation. Although these curriculums are not required to be "approved" in the same manner specified in volume 3, chapter 2, of this handbook, they must specify training that equals the quality required for "approved" curriculums.

(3) The written plan must include procedures for maintaining individual crewmember training records. The basic FAR Part 135 operator must maintain the records required by FAR 135.63. The plan must include provisions for certification of individual training records by the organization that conducts the training.

(4) A basic FAR Part 135 operator must always prepare and keep current curriculum segments for basic indoctrination training (FAR § 135.329(a)(1)) and crewmember emergency training (FAR

§ 135.331). These curriculum segments will be evaluated and approved in accordance with volume 3, chapter 2, of this handbook.

185. CERTIFICATION PROCESS DIFFERENCES FOR BASIC FAR PART 135 OPERATORS. This paragraph describes deletions, modifications, and additions to the certification process described in chapter 2.

A. Differences in the preapplication phase, are as follows:

(1) The applicant must attach to the PASI a brief statement identifying regulations from which a deviation will be requested. The statement will present justifications for the proposed deviations and include descriptions of the size and scope of the proposed operation.

(2) During the preapplication meeting, the CPM will ensure that the applicant's representatives thoroughly understand that the requested deviations will not be allowed unless the justifications presented with the application merit granting the request. The operator should consider developing alternative plans for certification if any request for deviation is denied.

B. Differences in the formal application phase are as follows:

(1) An additional formal application attachment is required from a basic FAR Part 135 applicant. This attachment must be a letter identifying each regulation from which a deviation is requested. This letter is the formal request for the deviations and must provide the reason for each deviation. The letter must also identify all documents the applicant is submitting in support of the request for deviation.

(2) When a formal application is accepted from a basic FAR Part 135 operator, which requires approval of a deviation by the RFSD, a copy of the application (and the pertinent attachments) shall be forwarded to the regional office within 5 working days of its receipt at the district office. The copy shall be accompanied by the recommendations of the CPM and the district office manager concerning the request for deviation and any background information that will assist the RFSD in making its determination.

(3) The RFSD manager shall provide the district office with a written decision concerning the request for deviation within 10 working days of receiving the application. If permission to deviate is denied, the CPM shall notify the applicant. It may be necessary to reject the entire formal application. However, if the applicant has previously prepared an acceptable, alternative plan to proceed with certification (even though the request for deviation may be

denied), and this plan was made part of the original formal application, denial of a request for deviation may not require rejection of the whole formal application.

(4) When a formal application (submitted by a basic FAR Part 135 operator) includes a request for deviation from the training requirements of FAR § 135.341(a) involving a third party (for example, a training organization or another FAR Part 135 operator), a copy of the application and pertinent attachments shall be forwarded to the regional office within 5 working days. The copy will be accompanied by recommendations from the CPM and district office manager concerning the request for deviation. The RFSM manager shall review and, after coordination with the regional or district office responsible for the training organization or other FAR Part 135 operator, determine what action will be taken on the request. When a training organization is involved (other than a FAR Part 135 operator), the RFSM shall obtain concurrence from AFS-500 before authorizing the deviation. The RFSM shall notify the CPM and district office manager of the acceptability of the request for deviation.

(5) Until the applicant has satisfactorily completed the certification process, any grant of deviation

must be temporary. The deviations will be made effective as of the date the certificate is issued.

(6) Each deviation must include provision for automatic invalidation of the deviation when the operator no longer meets the criteria for classification as a basic FAR Part 135 operator.

C. There are no differences in the document compliance phase.

D. There are no differences in the demonstration and inspection phase.

E. There is one difference in the certification phase. Each basic FAR Part 135 operator shall be issued an appropriate standard OpSpecs paragraph authorizing limited deviation from FAR §§ 135.21(a), 135.37(a), and 135.341(a). Figure 2.3.2.3. is the paragraph that will be issued to a basic FAR Part 135 operator authorized to conduct on-demand passenger operations and also scheduled and on-demand cargo operations. Figure 2.3.2.4. is the paragraph that will be issued to a basic FAR Part 135 operator authorized to conduct scheduled passenger (commuter) and on-demand operations including scheduled cargo operations.

186.-200. RESERVED.

FIGURE 2.3.2.1.
OPSPECS PARAGRAPH FOR SINGLE PILOT OPERATOR

U.S. Department
of Transportation
Federal Aviation
Administration

Operations Specifications

Form Approved
OMB NO. 2120-00028

A16. Single Pilot Operator (MM/DD/YY). The certificate holder is authorized in accordance with the conditions and limitations of this paragraph to conduct operations as a Single Pilot Operator. The certificate holder shall conduct all operations under Part 135 under these conditions and limitations.

a. The only individual used as a pilot is _____, holder of Airman Certificate Number _____.

b. No Category II or III instrument approach operations are conducted.

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

Inspector Name

Office

3. Date approval is effective: _____ Amendment No.: _____

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

Name

Title

Date

Effective Date: 12/31/93

CERTIFICATE NO.: AAAA 123B

ABC AIRTAXI, INC.

FIGURE 2.3.2.2. OPSPECS PARAGRAPH FOR SINGLE PILOT-IN-COMMAND OPERATOR

U.S. Department of Transportation Federal Aviation Administration

Operations Specifications

Form Approved OMB NO. 2120-00028

A16. Single Pilot-in-Command Operator (MM/DD/YY). The certificate holder is authorized (in accordance with the deviation provisions of FAR 135.21(a), 135.37(b), 135.341(a), and the conditions and limitations of this paragraph) to conduct operations as a Single Pilot-in-Command Operator. The certificate holder shall conduct all operations under Part 135 under these conditions and limitations.

a. The certificate holder is authorized to conduct operations without the following:

- (1) An operations manual, as required by FAR 135.21.
(2) Management personnel, as required by FAR 135.37.
(3) An approved pilot training program, as required by FAR 135.341.

b. The certificate holder shall not conduct any operations under Part 135 unless all of the following conditions are met:

(1) The only individual used as a pilot-in-command is _____, holder of Airman Certificate Number _____.

(2) The following individuals are the only persons used as second-in-command pilots.

Table with 2 columns: Name, Certificate Number. Includes three rows of blank lines for entry.

(3) Each second-in-command pilot meets the flight crewmember requirements of FAR 135.245.

(4) Each second-in-command pilot meets the pilot testing requirements of FAR 135.293.

(5) Each second-in-command pilot satisfactorily completes the entire test required by FAR 135.293 while occupying the normal second-in-command duty station.

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Effective Date: 12/31/93

A16-1 CERTIFICATE NO.: AAAA 123B ABC AIRTAXI, INC.

FIGURE 2.3.2.3.
OPSPECS PARAGRAPH FOR BASIC PART 135 OPERATORS (ON-DEMAND ONLY)

U.S. Department
of Transportation
Federal Aviation
Administration

Operations Specifications

Form Approved
OMB NO. 2120-00028

A16. Basic Part 135 Operator -- On Demand Operations Only (MM/DD/YY). The certificate holder is authorized (in accordance with the deviation provisions of FAR 135.21(a), 135.37(b), 135.341(a), and the conditions and limitations of this paragraph) to conduct on-demand operations as a Basic Part 135 Operator. The certificate holder shall conduct all operations under Part 135 under these conditions and limitations.

a. The certificate holder is authorized to conduct operations without the following:

(1) The portions of an operations manual required by FAR 135.23(d), 135.23(m), 135.23(n), 135.23(p), 135.23(q), and 135.23(r).

(2) The management personnel and positions required by FAR 135.37(a), provided the certificate holder has at least one person in a management position who meets the qualifications of FAR 135.29(a) to serve as a director of operations and one person who meets the qualifications of FAR 135.39(c) to serve as director of maintenance. If one person meets both criteria, the certificate holder may use that person in both positions.

(3) An approved pilot training program, as required by FAR 135.341, provided the certificate holder has:

(a) An approved basic indoctrination ground training curriculum that complies with FAR 135.329(a)(1).

(b) An approved crewmember emergency training curriculum (including provisions for recurrent training) that complies with FAR 135.331.

(c) An approved ground training curriculum for handling and carriage of hazardous materials that complies with FAR 135.333.

(d) Facilities available to conduct the training specified in subparagraphs (a), (b), and (c) above.

(e) An agreement with an air carrier, air agency, or air training enterprise which includes the use of appropriate ground and flight curriculums acceptable to the FAA for initial, transition, upgrade, differences, and recurrent training, as appropriate.

b. The certificate holder shall not conduct any operations under Part 135 unless all of the following conditions are met:

(1) No more than five pilots, including seconds-in-command are used.

(2) No more than five aircraft are used.

(3) No more than three different types of aircraft are used. For the purpose of these operations specifications, aircraft type has the same meaning as described in FAR Section 135.293(b).

(4) No check airmen are used.

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Effective Date: 12/31/93

A16-1

CERTIFICATE NO.: AAAA 123B

ABC AIRTAXI, INC.

FIGURE 2.3.2.3.--Continued
OPSPECS PARAGRAPH FOR BASIC PART 135 OPERATORS (ON-DEMAND ONLY)

U.S. Department
of Transportation
Federal Aviation
Administration

Operations Specifications

Form Approved
OMB NO. 2120-00028

(5) No aircraft type certificated for more than nine passenger seats is used.

(6) No Category II or III instrument approach operations are conducted.

(7) No operations are conducted outside the United States, Canada, Mexico, and the Caribbean.

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

Inspector Name

Office

3. Date approval is effective: _____ Amendment No.: _____

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

Name

Title

Date

Effective Date: 12/31/93

A16-2

CERTIFICATE NO.: AAAA 123B

ABC AIRTAXI, INC.

FIGURE 2.3.2.4.
OPSPECS PARAGRAPH FOR BASIC PART 135 OPERATOR (COMMUTER & ON-DEMAND)

U.S. Department
of Transportation
Federal Aviation
Administration

Operations Specifications

Form Approved
OMB NO. 2120-00028

A16. Basic Part 135 Operator -- Commuter and On Demand (MM/DD/YY). The certificate holder is authorized (in accordance with the deviation provisions of FAR 135.21(a), 135.341(a), and the conditions and limitations of this paragraph) to conduct commuter and on-demand operations as a Basic Part 135 Operator. The certificate holder shall conduct all operations under Part 135 under these conditions and limitations.

a. The certificate holder is authorized to conduct operations without the following:

(1) The portions of an operations manual required by FAR 135.23(d), 135.23(m), 135.23(n), 135.23(p), 135.23(q), and 135.23(r).

(2) An approved pilot training program, as required by FAR 135.341, provided the certificate holder has:

- (a) An approved basic indoctrination ground training curriculum that complies with FAR 135.329(a)(1).
- (b) An approved crewmember emergency training curriculum (including provisions for recurrent training) that complies with FAR 135.331.
- (c) An approved ground training curriculum for handling and carriage of hazardous materials that complies with FAR 135.333.
- (d) Facilities available to conduct the training specified in subparagraphs (a), (b), and (c) above.
- (e) An agreement with an air carrier, air agency, or a training enterprise which includes the use of appropriate ground and flight curriculums acceptable to the FAA for initial, transition, upgrade, differences, and recurrent training, as appropriate.

b. The certificate holder shall not conduct any operations under Part 135 unless all of the following conditions are met:

(1) No more than five pilots, including seconds-in-command are used.

(2) No more than five aircraft are used.

(3) No more than three different types of aircraft are used. For the purpose of these operations specifications, aircraft type has the same meaning as described in FAR Section 135.293(b).

*

Effective Date: 12/31/93

A16-1 CERTIFICATE NO.: AAAA 123B
ABC AIRTAXI, INC.

FAA Form 8400-8 (10-90)

FIGURE 2.3.2.5.
OPSPECS PARAGRAPH FOR BASIC PART 135 OPERATORS (ON-DEMAND ONLY)
WITH CHECK AIRMEN

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Operations Specifications

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OMB NO. 2120-00028

A16. Basic Part 135 Operator -- On-Demand Operations Only (MM/DD/YY). The certificate holder is authorized (in accordance with the deviation provisions of FAR 135.21(a), 135.37(b), 135.341(a), and the conditions and limitations of this paragraph) to conduct on-demand operations as a Basic Part 135 Operator. The certificate holder shall conduct all operations under Part 135 under these conditions and limitations.

a. The certificate holder is authorized to conduct operations without the following:

(1) The portions of an operations manual required by FAR 135.23(d), 135.23(m), 135.23(n), 135.23(p), 135.23(q), and 135.23(r).

(2) The management personnel and positions required by FAR 135.37(a), provided the certificate holder has at least one person in a management position who meets the qualifications of FAR 135.39(1) to serve as director of operations and one person who meets the qualifications of FAR 135.39(c) to serve as director of maintenance. If one person meets both criteria, the certificate holder may use that person in both positions.

(3) An approved pilot training program, as required by FAR 135.341, provided the certificate holder has:

- (a) An approved basic indoctrination ground training curriculum that complies with FAR 135.329(a)(1) and an approved check airmen training curriculum segment that complies with FAR 135.339.
- (b) An approved crewmember emergency training curriculum (including provisions for recurrent training) that complies with FAR 135.331.
- (c) An approved ground training curriculum for handling and carriage of hazardous materials that complies with FAR 135.333.
- (d) Facilities available to conduct the training specified in subparagraphs (a), (b), and (c) above.
- (e) An agreement with an air carrier, air agency, or training enterprise which includes the use of appropriate ground and flight curriculums acceptable to the FAA for initial, transition, upgrade, differences, and recurrent training, as appropriate.

b. The certificate holder shall not conduct any operations under Part 135 unless all of the following conditions are met:

(1) No more than five pilots, including seconds-in-command are used.

(2) No more than five aircraft are used.

(3) No more than three different types of aircraft are used. For the purpose of these operations specifications, aircraft type has the same meaning as described in FAR Section 135.293(b).

*

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A16-1

CERTIFICATE NO.: AAAA 123B

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FIGURE 2.3.2.5.--Continued
OPSPECS PARAGRAPH FOR BASIC PART 135 OPERATORS (ON-DEMAND ONLY)
WITH CHECK AIRMEN

U.S. Department
of Transportation
Federal Aviation
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Operations Specifications

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(4) No aircraft type certificated for more than nine passenger seats is used.

(5) No Category II or III instrument approach operations are conducted.

(6) No operations are conducted outside the United States, Canada, Mexico, and the Caribbean.

#

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

Inspector Name

Office

3. Date approval is effective: _____ Amendment No.: _____

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

Name

Title

Date

Effective Date: 12/31/93

A16-2 CERTIFICATE NO.: AAAA 123B
ABC AIRTAXI, INC.

FAA Form 8400-8 (10-90)

FIGURE 2.3.2.6.
OPSPECS PARAGRAPH FOR BASIC PART 135 OPERATOR (COMMUTER & ON-DEMAND)
WITH CHECK AIRMEN

U.S. Department
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Federal Aviation
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Operations Specifications

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A16. Basic Part 135 Operator -- Commuter and On Demand (MM/DD/YY). The certificate holder is authorized (in accordance with the deviation provisions of FAR 135.21(a), 135.341(a), and the conditions and limitations of this paragraph) to conduct commuter and on-demand operations as a Basic Part 135 Operator. The certificate holder shall conduct all operations under Part 135 under these conditions and limitations.

a. The certificate holder is authorized to conduct operations without the following:

(1) The portions of an operations manual required by FAR 135.23(d), 135.23(m), 135.23(n), 135.23(p), 135.23(q), and 135.23(r).

(2) An approved pilot training program, as required by FAR 135.341, provided the certificate holder has:

- (a) An approved basic indoctrination ground training curriculum that complies with FAR 135.329(a)(1) and an approved check airmen training curriculum segment that complies with FAR 135.339.
- (b) An approved crewmember emergency training curriculum (including provisions for recurrent training) that complies with FAR 135.331.
- (c) An approved ground training curriculum for handling and carriage of hazardous materials that complies with FAR 135.333.
- (d) Facilities available to conduct the training specified in subparagraphs (a), (b), and (c) above.
- (e) An agreement with an air carrier, air agency, or a training enterprise which includes the use of appropriate ground and flight curriculums acceptable to the FAA for initial, transition, upgrade, differences, and recurrent training, as appropriate.

b. The certificate holder shall not conduct any operations under Part 135 unless all of the following conditions are met:

(1) No more than five pilots, including seconds-in-command are used.

(2) No more than five aircraft are used.

(3) No more than three different types of aircraft are used. For the purpose of these operations specifications, aircraft type has the same meaning as described in FAR Section 135.293(b).

*

Effective Date: 12/31/93

A16-1 CERTIFICATE NO.: AAAA 123B
ABC AIRTAXI, INC.

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FIGURE 2.3.2.6.--Continued
OPSPECS PARAGRAPH FOR BASIC PART 135 OPERATOR (COMMUTER & ON-DEMAND)
WITH CHECK AIRMEN

U.S. Department
of Transportation
Federal Aviation
Administration

Operations Specifications

Form Approved
OMB NO. 2120-00028

(4) No aircraft type certificated for more than nine passenger seats is used.

(5) No Category II or III instrument approach operations are conducted.

(6) No operations are conducted outside the United States, Canada, Mexico, and the Caribbean.

#

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

Inspector Name

Office

3. Date approval is effective: _____ Amendment No.: _____

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

Name

Title

Date

Effective Date: 12/31/93

A16-2 CERTIFICATE NO.: AAAA 123B
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