

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8900.718

National Policy

Effective Date:
11/12/24

Cancellation Date:
11/12/25

SUBJ: Revised and Reinstated OpSpec/LOA B048, Commercial Air Tour Operations Below 1,500 Feet Above the Surface in the State of Hawaii; Decommissioning of LOA B548 (HQ Revision: 000); and the Cancellation of the Hawaii Air Tour Common Procedures Manual (HATCPM) (FAA Document Number: AWP13-136A, Revision: 1)

1. Purpose of This Notice. This notice announces the cancellation and archiving of Operations Specification (OpSpec) B048 (HQ Revision: 020) and the Hawaii Air Tour Common Procedures Manual (HATCPM) (Federal Aviation Administration (FAA) Document Number: AWP13-136A, Revision: 1) and the decommissioning of Letter of Authorization (LOA) B548 (HQ Revision: 000). This notice also announces the publication of the mandatory revision of OpSpec B048 [HQ Revision: 030 (135 and 121/135)], the publication of the reinstated and revised OpSpec B048 [HQ Revision: 020 (121)], and the publication of the reinstated and revised LOA B048 (HQ Revision: 030). Additionally, this notice announces the publication of related information in Advisory Circular (AC) 136-4, Supplemental Information for the Creation of Operating Procedures and Pilot Training Subjects Related to OpSpec/LOA B048, and the revision of FAA Order 8900.1, Volume 3, Chapter 18, Section 4, Part B Operations Specifications—En Route Authorization and Limitations, guidance for commercial air tour operations conducted under Title 14 of the Code of Federal Regulations (14 CFR) parts 91, 121, 135, and 136, including part 136, § 136.75(d)(1). Affected operators must receive an individual notice from the FAA in accordance with 14 CFR part 119, § 119.51(a) and (b).

2. Audience. The primary audience for this notice is Flight Standards Safety Assurance offices' aviation safety inspectors (ASI) who are responsible of surveillance and oversight of commercial air tour operators who conduct such operations under parts 91, 121, 135, and part 136 subpart D in the islands of the State of Hawaii. The secondary audience includes the Safety Standards and Foundational Business offices.

3. Where You Can Find This Notice. You can find this notice on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices and the Dynamic Regulatory System (DRS) at <https://drs.faa.gov>. Operators and the public can find this notice on the FAA's website at https://www.faa.gov/regulations_policies/orders_notices and DRS.

4. Background. Part 136, § 136.5, Additional Requirements for Hawaii, and Part 136 Subpart D, Special Operating Rules for Air Tour Operators in the State of Hawaii, prescribe additional requirements and restrictions for airplane and helicopter operators for the conduct of

visual flight rules (VFR) commercial air tour flights in the State of Hawaii under parts 91, 121, and 135. OpSpec B048 and LOA B548 contain specific operational conditions and limitations that the operator must comply with (refer to § 119.5) when granted the authority to conduct commercial air tour operations in an airplane or helicopter in the State of Hawaii at an altitude below 1,500 feet above the surface only to the extent necessary in order to avoid entering unforecast or unreported instrument meteorological conditions (IMC) and remain in visual meteorological conditions (VMC). The authorization is not intended to be used for flight planning and does not authorize a certificate holder (CH) or operator to conduct a commercial air tour operation when the forecasted weather conditions would not permit the operation to remain in VMC at altitudes above 1,500 feet above the surface for the duration of the planned flight.

5. Explanation of Changes.

a. Revised and Reinstated OpSpec/LOA B048 Application and Issuance.

(1) In the interest of augmenting operational safety standards in the commercial air tour operator community in the State of Hawaii, CHs or operators who wish to continue conducting commercial air tour operations as currently authorized by OpSpec B048 (HQ Revision: 020) or LOA B548 (HQ Revision: 000) are responsible for reapplying for such authorization under the new application process in accordance with § 119.51(c). In accordance with § 119.51(a), the Air Transportation Division (AFS-200) advises Flight Standards (FS) offices of the mandatory cancellation and archiving of OpSpec B048 (HQ Revision: 020) and the HATCPM and the decommissioning of LOA B548 (HQ Revision: 000). Additionally, AFS-200 notifies FS offices that the application package for obtaining the revised OpSpec/LOA B048 will only be reviewed, and OpSpec/LOA B048 issuance authorized by the Honolulu Flight Standards District Office (FSDO); however, OpSpec/LOA B048 will be issued by the FS office with oversight responsibility of the CH or operator. The reasoning behind this decision is that:

- OpSpec/LOA B048 are only applicable to CHs and operators that conduct commercial air tour operations in the State of Hawaii, and
- The Honolulu FSDO ASIs have the knowledge and experience on the geographical areas, topography of the land, and weather patterns that are unique to the State of Hawaii.

(2) All application packages submitted by CHs or operators who are managed by FS offices other than the Honolulu FSDO must be forwarded to the Honolulu FSDO for their review and approval.

(3) The revised OpSpec/LOA B048 augment safety standards by revising the conditions and limitations, including the removal of complying with the HATCPM as one of the conditions.

b. HATCPM. AFS-200 advises FS offices that the HATCPM will be cancelled 180 days after the effective date of this notice. The requirement to comply with the HATCPM is not listed as a condition in the revised OpSpec/LOA B048. The HATCPM (AWP13-136A, Revision 1) or any versions of it will no longer be effective or available for its use as a condition, limitation, provision, requirement, reference, or appendix to any type of document, including but not exclusive to the revised OpSpec/LOA B048, pilot training subjects, or operating procedures, etc.

c. AC 136-4. This AC describes an acceptable means, but not the only means, for CHs or operators who wish to obtain the authorization given through the revised, or revised and reinstated, OpSpec/LOA B048 to create their specific operating procedures and pilot training subjects, as they pertain to meeting the conditions and limitations of OpSpec/LOA B048. The AC describes steps for an operator to follow for the submission of their application for obtaining OpSpec/LOA B048.

6. Guidance.

a. Order 8900.1. Volume 3, Chapter 18, Section 4 has been revised to update guidance for commercial air tour operations conducted under parts 91, 121, 135, and 136, including § 136.75(d)(1).

b. OpSpec/LOA Templates. Appendices to this notice show the revised templates. This notice contains the following:

Appendix	Authorizing Document	Paragraph	Applicable to Part
A	OpSpec	B048	135
B	OpSpec	B048	121
C	OpSpec	B048	121/135
D	LOA	B048	91

7. Action. These are mandatory changes affecting ASIs responsible for part 91 operators and parts 121, 121/135, and 135 CHs conducting, or interested in conducting, commercial air tours in the State of Hawaii. ASIs will review this notice, sample OpSpec/LOA B048, revised Order 8900.1 guidance, and AC 136-4 prior to the issuance of the revised OpSpec/LOA B048. ASIs must provide a copy of this notice to the CHs or operators for whom they have safety oversight responsibility who conduct commercial air tour operations in the State of Hawaii.

a. Issuing Revised OpSpec/LOA B048. This is a mandatory revision to OpSpec B048 and decommissioning and replacement of LOA B548 with reinstated and revised LOA B048. The OpSpec B048 template (HQ Revision: 020) will be archived, and the LOA B548 (HQ Revision: 000) template decommissioned 180 days after the effective date of this notice. ASIs, CHs, and operators are responsible for following the procedures stated under § 119.51(b). ASIs must only issue the revised OpSpec/LOA B048 to those CHs and operators who apply for it in accordance with § 119.51(c), submit a complete application package, demonstrate that they are able to meet and comply with all the conditions and limitations of OpSpec/LOA B048, and for whom issuance has been authorized by the Honolulu FSDO. If the CHs and operators, at their discretion, seek reconsideration of a decision made by the Honolulu FSDO, the CHs and operators are responsible for following the procedures stated under § 119.51(d).

b. Updating OpSpec A004 Authorization Statement. When reissuing OpSpec B048, the CH's OpSpec A004 should be reissued to include the updated A004 authorization statement.

c. Issuing LOA B048 for Part 91 Operators/LOA A001, Issuance and Applicability, and A004, Summary of Authorizations, Actions. Part 91 LOA B048 designates the person listed in Table 1 of LOA A001 (revision 02c or later) as the Responsible Person. When issuing LOA B048 for a part 91 operator, the inspector should confirm the operator's issued LOA A001 has the current responsible person information and, as applicable, reissue LOA A001 using the latest template revision. The operator's A004 should also be reissued to deauthorize LOA B548 and reflect the new authorizing statement associated with the revised B048 template.

d. Decommissioning of Part 91 LOA B548. Once the LOA B548 template has been decommissioned, any LOA B548s that remain issued should be archived and the operator's LOA A004 reissued to deauthorize and remove the B548 authorizing statement.

Note: This notice reinstates OpSpec B048 for part 121 CHs as HQ Revision 020, and LOA B048 for part 91 operators as HQ Revision 030.

8. Disposition. We will incorporate the information in this notice into Order 8900.1, Volume 3, Chapter 18, Section 4 before this notice expires. Direct questions and comments concerning the information in this notice to the Air Transportation Division, 135 Flight Operations Section (AFS-220), at 202-267-8166.



Robert M. Ruiz for
Lawrence Fields
Executive Director, Flight Standards Service

**Appendix A. Sample OpSpec B048 (HQ Revision: 030), Commercial Air Tour
Operations Below 1,500 Feet Above the Surface in the State of Hawaii: 14 CFR
Part 135**

a. The certificate holder, authorized to conduct operations under Title 14 of the Code of Federal Regulations (14 CFR) Part 135, is authorized to conduct commercial air tour operations in accordance with 14 CFR Part 136, in the State of Hawaii, below an altitude of 1,500 feet above the surface, under this authorization, as prescribed in Part 136, § 136.75(d)(1). This authorization is granted to enable the certificate holder to remain in visual meteorological conditions (VMC) and avoid entering unforecast instrument meteorological conditions (IMC), in accordance with the conditions and limitations of this operations specifications paragraph. This authorization is not intended to be used for flight planning and does not authorize a certificate holder to conduct a commercial air tour operation when the forecasted weather conditions would not permit the operation to remain in VMC at altitudes above 1,500 feet above the surface for the duration of the planned flight.

b. Conditions and Limitations. The certificate holder is responsible for conducting operations under this authorization in accordance with the following conditions and limitations:

(1) Operate in accordance with its FAA-accepted operating procedures pertaining to all flight operations below 1,500 feet above the surface.

(2) Ensure all pilots conducting commercial air tours under this authorization are instrument-rated, current, qualified on the specific aircraft flown, and complete and comply with the certificate holder's FAA-approved pilot training subjects pertaining to all flight operations below 1,500 feet above the surface.

(3) Ensure all aircraft utilized to conduct commercial air tour operations under this authorization are equipped with instrument flight rules (IFR) equipment, installed and operable in accordance with 14 CFR Part 91, § 91.205(d), in support of conducting emergency en route operations in unforecast or unreported IMC, and at least one type of instrument approach procedure (IAP).

(4) Ensure all aircraft utilized to conduct commercial air tour operations under this authorization are equipped with an operable Automatic Dependent Surveillance-Broadcast (ADS-B) In and Out system that provides visual and audible traffic warnings and is in transmit mode at all times.

(5) Ensure each pilot performs a safety risk analysis prior to each flight that utilizes a process to analyze, mitigate, and manage risks while conducting commercial air tour operations, in accordance with Advisory Circular (AC) 136-4 and acceptable to the Administrator.

c. The certificate holder is responsible for ensuring that each pilot participates in at least one (1) formal commercial air tour safety meeting each twelve (12) calendar months to discuss safety trends, Part 136, and Part 136 Subpart D-related issues and procedures, in accordance with the following conditions and limitations:

(1) The certificate holder is responsible for ensuring that a 10-day advanced written notice, with an agenda, of each formal air tour safety meeting is sent to the Honolulu Flight Standards District Office (FSDO).

(2) The certificate holder is responsible for ensuring that the agenda for each formal air tour safety meeting includes:

- (a) Mountain flying techniques appropriate to the equipment being operated.
- (b) High density altitude flying techniques appropriate to the equipment being operated.
- (c) Use of performance plan information.
- (d) Island-specific weather patterns and weather avoidance procedures.
- (e) Criteria for making a predeparture go/no-go weather decision.
- (f) Route knowledge, including en route commercial air tour profiles and known site-specific hazards.
- (g) Ditching procedures appropriate to the equipment being operated.
- (h) A review of Hawaii air tour accidents during the past ten (10) years, including causes and prevention.
- (i) A review of in-flight island-specific weather pilot cues to determine deteriorating weather conditions.
- (j) A review of any changes to the certificate holder's authorizations, operating procedures, and pilot training subjects.

(3) If a pilot is unable to attend the formal safety meeting, the certificate holder is responsible for providing the pilot with a review of the issues and relevant safety discussions that transpired during the meeting, within 30 days after returning to duty.

(4) The certificate holder is responsible for keeping records of each pilot's participation in the formal safety meeting and providing them to the Administrator upon request.

d. The certificate holder is responsible for submitting all proposed revisions to its FAA-accepted operating procedures and FAA-approved pilot training subjects pertaining to all flight operations below 1,500 feet above the surface, referenced in subparagraphs b(1) and b(2) above, to the Administrator, and for receiving acceptance or approval of the revisions, as applicable, prior to conducting the operations.

e. If the certificate holder is authorized to conduct commercial air tour operations inside a unit of the National Park System, in accordance with Part 136 and Operations Specification B057, National Parks Air Tour Management Operations Under 14 CFR Part 136, and there are any differences between the certificate holder's authorizations given through operations specification B057 and this operations specifications paragraph, the certificate holder is responsible for the use of the more restrictive limitations.

**Appendix B. Sample OpSpec B048 (HQ Revision: 020), Commercial Air Tour
Operations Below 1,500 Feet Above the Surface in the State of Hawaii: 14 CFR
Part 121**

a. The certificate holder, authorized to conduct operations under Title 14 of the Code of Federal Regulations (14 CFR) Part 121, is authorized to conduct commercial air tour operations in accordance with 14 CFR Part 136, in the State of Hawaii, below an altitude of 1,500 feet above the surface, under this authorization, as prescribed in Part 136, § 136.75(d)(1). This authorization is granted to enable the certificate holder to remain in visual meteorological conditions (VMC) and avoid entering unforecast instrument meteorological conditions (IMC), in accordance with the conditions and limitations of this operations specifications paragraph. This authorization is not intended to be used for flight planning and does not authorize a certificate holder to conduct a commercial air tour operation when the forecasted weather conditions would not permit the operation to remain in VMC at altitudes above 1,500 feet above the surface for the duration of the planned flight.

b. Conditions and Limitations. The certificate holder is responsible for conducting operations under this authorization in accordance with the following conditions and limitations:

(1) Operate in accordance with its FAA-accepted operating procedures pertaining to all flight operations below 1,500 feet above the surface.

(2) Ensure all pilots conducting commercial air tours under this authorization are instrument-rated, current, qualified on the specific aircraft flown, and complete and comply with the certificate holder's FAA-approved pilot training subjects pertaining to all flight operations below 1,500 feet above the surface.

(3) Ensure all aircraft utilized to conduct commercial air tour operations under this authorization are equipped with instrument flight rules (IFR) equipment, installed and operable in accordance with 14 CFR Part 91, § 91.205(d), in support of conducting emergency en route operations in unforecast or unreported IMC, and at least one type of instrument approach procedure (IAP).

(4) Ensure all aircraft utilized to conduct commercial air tour operations under this authorization are equipped with an operable Automatic Dependent Surveillance-Broadcast (ADS-B) In and Out system that provides visual and audible traffic warnings and is in transmit mode at all times.

(5) Ensure each pilot performs a safety risk analysis prior to each flight that utilizes a process to analyze, mitigate, and manage risks while conducting commercial air tour operations, in accordance with Advisory Circular (AC) 136-4 and acceptable to the Administrator.

c. The certificate holder is responsible for ensuring that each pilot participates in at least one (1) formal commercial air tour safety meeting each twelve (12) calendar months to discuss safety trends, Part 136, and Part 136 Subpart D-related issues and procedures, in accordance with the following conditions and limitations:

(1) The certificate holder is responsible for ensuring that a 10-day advanced written notice, with an agenda, of each formal air tour safety meeting is sent to the Honolulu Flight Standards District Office (FSDO).

(2) The certificate holder is responsible for ensuring that the agenda for each formal air tour safety meeting includes:

- (a) Mountain flying techniques appropriate to the equipment being operated.
- (b) High density altitude flying techniques appropriate to the equipment being operated.
- (c) Use of performance plan information.
- (d) Island-specific weather patterns and weather avoidance procedures.
- (e) Criteria for making a predeparture go/no-go weather decision.
- (f) Route knowledge, including en route commercial air tour profiles and known site-specific hazards.
- (g) Ditching procedures appropriate to the equipment being operated.
- (h) A review of Hawaii air tour accidents during the past ten (10) years, including causes and prevention.
- (i) A review of in-flight island-specific weather pilot cues to determine deteriorating weather conditions.
- (j) A review of any changes to the certificate holder's authorizations, operating procedures, and pilot training subjects.

(3) If a pilot is unable to attend the formal safety meeting, the certificate holder is responsible for providing the pilot with a review of the issues and relevant safety discussions that transpired during the meeting, within 30 days after returning to duty.

(4) The certificate holder is responsible for keeping records of each pilot's participation in the formal safety meeting and providing them to the Administrator upon request.

d. The certificate holder is responsible for submitting all proposed revisions to its FAA-accepted operating procedures and FAA-approved pilot training subjects pertaining to all flight operations below 1,500 feet above the surface, referenced in subparagraphs b(1) and b(2) above, to the Administrator, and for receiving acceptance or approval of the revisions, prior to conducting the operations.

e. If the certificate holder is authorized to conduct commercial air tour operations inside a unit of the National Park System, in accordance with Part 136 and Operations Specification B057, National Parks Air Tour Management Operations Under 14 CFR Part 136, and there are any differences between the certificate holder's authorizations given through operations

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specification B057 and this operations specifications paragraph, the certificate holder is responsible for the use of the more restrictive limitation.

**Appendix C. Sample OpSpec B048 (HQ Revision: 030), Commercial Air Tour
Operations Below 1,500 Feet Above the Surface in the State of Hawaii: 14 CFR
Part 121/135 Combined**

a. The certificate holder, authorized to conduct operations under Title 14 of the Code of Federal Regulations (14 CFR) Part 121 or 135, is authorized to conduct commercial air tour operations in accordance with 14 CFR Part 136, in the State of Hawaii, below an altitude of 1,500 feet above the surface, under this authorization, as prescribed in Part 136, § 136.75(d)(1). This authorization is granted to enable the certificate holder to remain in visual meteorological conditions (VMC) and avoid entering unforecast instrument meteorological conditions (IMC), in accordance with the conditions and limitations of this operations specifications paragraph. This authorization is not intended to be used for flight planning and does not authorize a certificate holder to conduct a commercial air tour operation when the forecasted weather conditions would not permit the operation to remain in VMC at altitudes above 1,500 feet above the surface for the duration of the planned flight.

b. Conditions and Limitations. The certificate holder is responsible for conducting operations under this authorization in accordance with the following conditions and limitations:

(1) Operate in accordance with its FAA-accepted operating procedures pertaining to all flight operations below 1,500 feet above the surface.

(2) Ensure all pilots conducting commercial air tours under this authorization are instrument-rated, current, qualified on the specific aircraft flown, and complete and comply with the certificate holder's FAA-approved pilot training subjects pertaining to all flight operations below 1,500 feet above the surface.

(3) Ensure all aircraft utilized to conduct commercial air tour operations under this authorization are equipped with instrument flight rules (IFR) equipment, installed and operable in accordance with 14 CFR Part 91, § 91.205(d), in support of conducting emergency en route operations in unforecast or unreported IMC, and at least one type of instrument approach procedure (IAP).

(4) Ensure all aircraft utilized to conduct commercial air tour operations under this authorization are equipped with an operable Automatic Dependent Surveillance-Broadcast (ADS-B) In and Out system that provides visual and audible traffic warnings and is in transmit mode at all times.

(5) Ensure each pilot performs a safety risk analysis prior to each flight that utilizes a process to analyze, mitigate, and manage risks while conducting commercial air tour operations, in accordance with Advisory Circular (AC) 136-4 and acceptable to the Administrator.

c. The certificate holder is responsible for ensuring that each pilot participates in at least one (1) formal commercial air tour safety meeting each twelve (12) calendar months to discuss safety trends, Part 136, and Part 136 Subpart D-related issues and procedures, in accordance with the following conditions and limitations:

(1) The certificate holder is responsible for ensuring that a 10-day advanced written notice, with an agenda, of each formal air tour safety meeting is sent to the Honolulu Flight Standards District Office (FSDO).

(2) The certificate holder is responsible for ensuring that the agenda for each formal air tour safety meeting includes:

- (a) Mountain flying techniques appropriate to the equipment being operated.
- (b) High density altitude flying techniques appropriate to the equipment being operated.
- (c) Use of performance plan information.
- (d) Island-specific weather patterns and weather avoidance procedures.
- (e) Criteria for making a predeparture go/no-go weather decision.
- (f) Route knowledge, including en route commercial air tour profiles and known site-specific hazards.
- (g) Ditching procedures appropriate to the equipment being operated.
- (h) A review of Hawaii air tour accidents during the past ten (10) years, including causes and prevention.
- (i) A review of in-flight island-specific weather pilot cues to determine deteriorating weather conditions.
- (j) A review of any changes to the certificate holder's authorizations, operating procedures, and pilot training subjects.

(3) If a pilot is unable to attend the formal safety meeting, the certificate holder is responsible for providing the pilot with a review of the issues and relevant safety discussions that transpired during the meeting, within 30 days after returning to duty.

(4) The certificate holder is responsible for keeping records of each pilot's participation in the formal safety meeting and providing them to the Administrator upon request.

d. The certificate holder is responsible for submitting all proposed revisions to its FAA-accepted operating procedures and FAA-approved pilot training subjects pertaining to all flight operations below 1,500 feet above the surface, referenced in subparagraphs b(1) and b(2) above, to the Administrator, and for receiving acceptance or approval of the revisions, as applicable, prior to conducting the operations.

e. If the certificate holder is authorized to conduct commercial air tour operations inside a unit of the National Park System, in accordance with Part 136 and Operations Specification B057, National Parks Air Tour Management Operations Under 14 CFR Part 136, and there are any differences between the certificate holder's authorization given through operations

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specification B057 and this operations specifications paragraph, the certificate holder is responsible for the use of the more restrictive limitation.

**Appendix D. Sample LOA B048 (HQ Revision: 030), Commercial Air Tour
Operations Below 1,500 Feet Above The Surface in the State of Hawaii: 14 CFR
Part 91**

1. The operator, authorized to conduct operations under Title 14 of the Code of Federal Regulations (14 CFR) Part 91, is authorized to conduct commercial air tour operations in accordance with 14 CFR Part 136, in the State of Hawaii, below an altitude of 1,500 feet above the surface, under a deviation, as prescribed in Part 136, § 136.75(d)(1). This authorization is granted to enable the operator to remain in visual meteorological conditions (VMC) and avoid entering unforecast instrument meteorological conditions (IMC), in accordance with the conditions and limitations of this Letter of Authorization (LOA). This authorization is not intended to be used for flight planning and does not authorize the operator to conduct a commercial air tour operation when the forecasted weather conditions would not permit the operation to remain in VMC at altitudes above 1,500 feet above the surface for the duration of the planned flight.
2. Conditions and Limitations. The operator is responsible for conducting operations under this authorization in accordance with the following conditions and limitations:
 - a. Operate in accordance with its FAA-accepted operating procedures pertaining to all flight operations below 1,500 feet above the surface.
 - b. Ensure all pilots conducting commercial air tour operations under this authorization are instrument-rated, current, qualified on the specific aircraft flown, and complete and comply with the operator's FAA-approved pilot training subjects pertaining to all flight operations below 1,500 feet above the surface.
 - c. Ensure all aircraft utilized to conduct commercial air tour operations under this authorization are equipped with instrument flight rules (IFR) equipment, installed and operable in accordance with 14 CFR Part 91, § 91.205(d), in support of conducting emergency en route operations in unforecast or unreported IMC, and at least one type of instrument approach procedure (IAP).
 - d. Ensure all aircraft utilized to conduct commercial air tour operations under this authorization are equipped with an operable Automatic Dependent Surveillance-Broadcast (ADS-B) In and Out system that provides visual and audible traffic warnings and is in transmit mode at all times.
 - e. Ensure each pilot performs a safety risk analysis prior to each flight that utilizes a process to analyze, mitigate, and manage risks while conducting commercial air tour operations, in accordance with Advisory Circular (AC) 136-4 and acceptable to the Administrator.
3. The operator is responsible for ensuring that each pilot participates in at least one (1) formal commercial air tour safety meeting each twelve (12) calendar months to discuss safety trends, Part 136, and Part 136 Subpart D-related issues and procedures, in accordance with the following conditions and limitations:

a. The operator is responsible for ensuring that a 10-day advanced written notice, with an agenda, of each formal air tour safety meeting is sent to the Honolulu Flight Standards District Office (FSDO).

b. The operator is responsible for ensuring that the agenda for each formal air tour safety meeting includes:

- (1) Mountain flying techniques appropriate to the equipment being operated.
- (2) High density altitude flying techniques appropriate to the equipment being operated.
- (3) Use of performance plan information.
- (4) Island-specific weather patterns and weather avoidance procedures.
- (5) Criteria for making a predeparture go/no-go weather decision.
- (6) Route knowledge, including en route commercial air tour profiles and known site-specific hazards.
- (7) Ditching procedures appropriate to the equipment being operated.
- (8) A review of Hawaii air tour accidents during the past ten (10) years, including causes and prevention.
- (9) A review of in-flight island-specific weather pilot cues to determine deteriorating weather conditions.
- (10) A review of any changes to the operator's authorizations, operating procedures, and pilot training subjects.

c. If a pilot is unable to attend the formal safety meeting, the operator is responsible for providing the pilot with a review of the issues and relevant safety discussions that transpired during the meeting, within 30 days after returning to duty.

d. The operator is responsible for keeping records of each pilot's participation in the formal safety meeting and providing them to the Administrator upon request.

4. The operator is responsible for submitting all proposed revisions to its FAA-accepted operating procedures and FAA-approved pilot training subjects pertaining to all flight operations below 1,500 feet above the surface, referenced in subparagraphs 2a and 2b above, to the Administrator for acceptance or approval, as applicable, and for receiving acceptance or approval of the revisions, as applicable, prior to conducting the operations.

5. If the operator is authorized to conduct commercial air tour operations in a unit of the National Park System in accordance with Part 136 and LOA B057, National Parks Air Tour Management Operations Under 14 CFR Part 136, and there are any differences between the

operator's authorizations given through LOA B057 and this LOA, the operator is responsible for the use of the more restrictive limitation.

6. The operator is responsible for carrying a copy of this LOA on board each aircraft conducting commercial air tour operations under this authorization.

7. Responsible Person. If the Responsible Person as the signee changes for this LOA, the Responsible Person or the operator should notify the issuing office of the change, identify the Responsible Person replacement, and request an updated authorizing document. The Responsible Person should have ongoing knowledge of the operations of the aircraft and may be the individual who acts as operator or, if the operator is a legal entity, an officer, employee, or person duly designated to sign on behalf of the operator.

a. The name, email address, and/or telephone number of the Responsible Person signing this LOA are listed in Table 1 below.

Table 1 – Responsible Person

Name	Email Address	Telephone