



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Air Carrier Certificate

This certifies that

Metro Aviation, Inc.  
[Redacted]  
Shreveport, LA 71107

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

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

By Direction of the Administrator.

Certificate number: HDNA610E

Effective date: August 13, 1985

Reissued: May 28, 1992

Issued at: Baton Rouge, LA

[Redacted Signature]  
Richard A. Small  
(Signature)  
Manager, BTR FSDO  
(Title)  
Southwest Region  
(Region/Office)

**A001. Issuance and Applicability**

**HQ Control: 05/09/03**  
**HQ Revision: 02c**

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

Primary Business Address:

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Shreveport,, LA 71107

Mailing Address:

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Shreveport, LA 71137

The holder of these operations specifications is the holder of Air Carrier Certificate Number HDNA610E and shall hereafter be referred to as the certificate holder. The certificate holder is authorized to conduct:

On Demand (135)	operations in Common	carriage pursuant to Title 14 Code of Federal Regulations (CFR) Section	119.21(a)(5)-On Demand135	and provided, at all times, the certificate holder has appropriate written economic authority issued by the Department of Transportation.
On Demand (135)	operations in Common	carriage pursuant to Title 14 Code of Federal Regulations (CFR) Section	119.25(b) - On Demand HEL	and provided, at all times, the certificate holder has appropriate written economic authority issued by the Department of Transportation.

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

- b. These operations specifications are effective as of the "Date Approval is effective" listed in each paragraph and shall remain in effect as long as the certificate holder continues to meet the requirements of Part 119 as specified for certification.
- c. The certificate holder is authorized to 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, re-positioning, and the carriage of company officials using the applicable authorizations in these operations specifications, without obtaining a Letter of Authorization, provided the flights are not conducted for compensation or hire and no charge of any kind is made for the conduct of the flights.

**A003. Aircraft Authorization**

**HQ Control: 09/11/02**  
**HQ Revision: 02g**

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:

<b>M/M/S</b>	<b>Type Section 119</b>	<b>Operational Use Of Aircraft</b>	<b>Operation Configuration</b>	<b>Class/Category Operation</b>	<b>En Route</b>	<b>Condition of Flight</b>
AS-350-B2	119.25(b) - On Demand HEL	On Demand (135)	PAX and Cargo	HEL	VFR	Day/Night
AS-350-B3	119.25(b) - On Demand HEL	On Demand (135)	PAX and Cargo	HEL	VFR	Day/Night
BE-100-A100	119.21(a)(5)-On Demand135	On Demand (135)	PAX and Cargo	MEL	IFR/VFR	Day/Night
BE-200-200	119.21(a)(5)-On Demand135	On Demand (135)	PAX and Cargo	MEL	IFR/VFR	Day/Night
BE-90-F90	119.21(a)(5)-On Demand135	On Demand (135)	PAX and Cargo	MEL	IFR/VFR	Day/Night
BK-117-B1	119.25(b) - On Demand HEL	On Demand (135)	PAX and Cargo	HEL	VFR	Day/Night
BK-117-B2	119.25(b) - On Demand HEL	On Demand (135)	PAX and Cargo	HEL	VFR	Day/Night
BO-105-C	119.25(b) - On Demand HEL	On Demand (135)	PAX and Cargo	HEL	VFR	Day/Night
BO-105-S	119.25(b) - On Demand HEL	On Demand (135)	PAX and Cargo	HEL	VFR	Day/Night
ECD-EC135-P1	119.25(b) - On Demand HEL	On Demand (135)	PAX and Cargo	HEL	IFR/VFR	Day/Night
ECD-EC135-P2	119.25(b) - On Demand HEL	On Demand (135)	PAX and Cargo	HEL	VFR	Day/Night
ECD-EC135-T2	119.25(b) - On Demand HEL	On Demand (135)	PAX and Cargo	HEL	VFR	Day/Night
MBB-BK117-C2	119.25(b) - On Demand HEL	On Demand (135)	PAX and Cargo	HEL	VFR	Day/Night

**A004. Summary of Special Authorizations and Limitations**

**HQ Control: 8/3/2001**  
**HQ Revision: 000**

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

	<b><u>Reference Paragraphs</u></b>
Conduct operations under certain exemptions and/or deviations.	A005
Conduct special en route IFR operations in Class G airspace.	A014
Use an autopilot in lieu of a second-in-command.	A015
Conduct helicopter emergency medical services/air ambulance operations in accordance with 14 CFR Part 135.	A021
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
Make arrangements with training centers and other organizations for certificate holder training in accordance with 14 CFR Section 135.324.	A031
Conduct a pretakeoff contamination check during ground icing conditions for Part 135 operators.	A041
Conduct helicopter night vision goggle operations.	A050
Conduct "eligible on-demand operations" as defined in and in accordance with 14 CFR Section 135.4.	A057
Use only actual passenger and baggage weights (no combinations of average and actual weights) for all its aircraft	A096
Conduct IFR en route operations.	B032
Conduct Class I navigation using an area navigation system.	B034
Conduct Class I navigation in the U.S. Class A airspace using an area or long-range navigation system.	B035
Conduct terminal instrument operations using specific procedures and landing minima for airplanes.	C051
Conduct operations using basic instrument approach procedures for airplanes.	C052

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	<b><u>Reference Paragraphs</u></b>
Conduct straight-in Category I approach procedures other than ILS, MLS, or GLS with specific IFR landing minimums for airplanes at all airports.	C053
Conduct IFR approach procedures using special IFR landing minimums for airplanes.	C054
Derive alternate airport weather minimums from the standard table for airplanes.	C055
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 airplane IFR circle-to-land approach maneuvers.	C075
Conduct IFR operations using special non CFR Part 97 instrument approach or departure procedures.	C081
Use an approved aircraft inspection program (AAIP).	D073
Use an approved maintenance program for helicopter night vision goggle operations.	D093
Use an 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

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	<b><u>Reference Paragraphs</u></b>
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
<b>b. The certificate holder is <i>not authorized and shall not</i>:</b>	
Use an approved carry-on baggage program.	A011
Conduct extended overwater turbojet operations without required emergency equipment.	A013
Use an approved security program in helicopter operations.	A017
Conduct scheduled passenger helicopter operations.	A018
Use automotive gasoline as aircraft fuel.	A019
Conduct Part 135 airplane operations without instrument-rated pilots.	A020
Use an approved exit row seat program.	A022
Use an approved electronic recordkeeping system.	A025
Conduct aircraft wet lease arrangements.	A028
Use an aircraft interchange agreement under 14 CFR Section 119.49.	A029
Adopt flight crewmember flight time limitations rules to establish flight attendant duty & flight time limitations & rest restrictions.	A032
Conduct certain CFR Part 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

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**A008. Operational Control**

**HQ Control**  
**HQ Revision**

**01/04/07**  
**020**

a. The system described or referenced below shall 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.

see GOM Section 300

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 and shall not:

(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 Section 119.53. 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. 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/lessor agree that the certificate holder is required to use the aircraft owner's/lessor's pilot in Part 135 operations,

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

(c) The aircraft owner/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/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 pre-flight and post-flight duties. The certificate holder is accountable for the actions and inactions of these persons during all 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 Section 135.63.

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

(a) 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

(b) 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.

(c) For each aircraft which the certificate holder uses under these operations specifications, the aircraft owner or other lessee of the aircraft may operate the aircraft under 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:

The certificate holder ensures that the maintenance of the aircraft continues to adhere to the certificate holder's maintenance program at all times or, 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 possession and actual possession (directly or through the certificate holder's employees and agents) as specified in Section 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) (DBAs):

(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 Parts 119, 121 or 135 as if that entity were the certificate holder.

(b) The certificate holder shall not operate an aircraft under Part 135 under the name or fictitious name of any other person or entity, unless authorized in operation 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 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 operation under Parts 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 or a management person designee (who is a direct employee of the certificate holder) listed in operations specification A006 (Management Personnel) of these operations specifications, other than a pilot assigned to the specific flight or series of flight, 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, 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 flight crewmembers assigned to a flight or series of flights, in accordance with policies, procedures, and standards prescribed by the certificate holder.

(A) Such non-management persons shall meet the requirements of Section 119.69(d), and their names, titles, and duties, responsibilities, and authorities shall be specified in the general operations manual, or described in subparagraph a. above, or

(B) 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 pilot in command (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) Air Traffic Control instructions, clearances, Notices to Airmen (NOTAMs) received from FAA or cognizant foreign Air Traffic Control authorities,

(ii) Aeronautical safety of flight information received by the pilot, and,

(iii) Operation under the emergency authority of the PIC in accordance with Section 91.3(b), and /or Section 135.19(b).

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

DIGITALLY FAA SIGNED 3/1/2007 1:02:38 PM

Miller, Todd J

Principal Operations Inspector

4. Date Approval is effective: 03/01/2007 Amendment Number: 3
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 2/23/2007 1:08:27 PM

Morrow, Kenneth P.

Chief Pilot, Part 135

Date: 02/23/2007

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**A010. Aeronautical Weather Data**

**HQ Control**  
**HQ Revision**

**06/18/03**  
**02a**

- a. The system described or referenced in this paragraph is used by the certificate holder to obtain and disseminate aeronautical weather data for the control of flight operations.

This operator is authorized to obtain weather information from any source approved by the National Weather Service (NWS), any FAA approved source, or any approved commercial product as listed in Table 2 below.

- b. The certificate holder is authorized an EWINS to obtain and disseminate aeronautical weather data for the control of flight operations. Table 1 provides the original date and last revision of the EWINS manual. If EWINS is not authorized, enter N/A in both columns of Table 1.

**Table 1**

<b>Original Date of EWINS Manual</b>	<b>Last Revision of EWINS Manual</b>
N/A	N/A

- c. The certificate holder is authorized to obtain its aeronautical weather data for the control of flight operations using the approved qualified Internet communications providers (QICPs) listed in Table 2 (if none are authorized, enter N/A).

**Table 2**

<b>Qualified Internet Communications Providers</b>
DTC DUAT
Meteorlogix, LLC
WSI

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

**DIGITALLY FAA SIGNED 3/1/2007 1:04:10 PM**

Miller, Todd J

Principal Operations Inspector

4. Date Approval is effective: 03/01/2007 Amendment Number: 4
5. I hereby accept and receive the Operations Specifications in this paragraph.

**DIGITALLY INDUSTRY SIGNED 2/23/2007 1:19:55 PM**

Morrow, Kenneth P.

Chief Pilot, Part 135

Date: 02/23/2007

**A021. Helicopter Emergency Medical Services (HEMS) Operations**

**HQ Control: 01/23/06**  
**HQ Revision: 030**

- a. The certificate holder is authorized to conduct helicopter emergency medical services (HEMS)/air ambulance operations in accordance with 14 CFR Part 135 and this operations specification. (HEMS and air ambulance terms are used interchangeably.)
- b. The certificate holder is authorized takeoff and landing operations provided the site used is adequate for the proposed operation considering the size, type of surface, surrounding obstructions, and lighting. During night operations, the lighting source must provide adequate illumination of the takeoff/landing area and of any obstructions that may create potential hazards during approach, hovering, taxiing, and departure operations.
- c. The flightcrew must satisfactorily complete the certificate holder's approved training program prior to commencing HEMS/air ambulance flights.
- d. The certificate holder is authorized to use no lower than the Visual Flight Rules (VFR) weather minimums in Table 1 below when operating in Class G (uncontrolled) airspace for the conditions specified when conducting HEMS/air ambulance work, subject to subparagraphs e, f, g, h, and i.

**Table 1 – Weather Minimums and Lighting Conditions**

Area	Non-Mountainous		Mountainous (see 14 CFR 95)	
	Local	Cross Country	Local	Cross Country
<b>Condition</b>	<b><i>Ceiling-visibility</i></b>			
<b>Day</b>	<b>500-1</b>	<b>800-2</b>	<b>500-2</b>	<b>800-3</b>
<b>Night – High Lighting Conditions</b>	<b>500-2</b>	<b>1000-3</b>	<b>500-3</b>	<b>1000-3</b>
<b>Night – Low Lighting Conditions</b>	<b>800-3</b>	<b>1000-5</b>	<b>1000-3</b>	<b>1000-5</b>

- e. For the purpose of this operations specification, the following shall apply:
  - (1) **High Lighting Conditions:** The certificate holder is authorized to use Night High Lighting Conditions specified in Table 1 above. Night High Lighting Conditions means conditions in which the cloud cover is less than broken (less than 5/8 cloud cover), the time is between local Moonrise and Moonset, and at least 50% of the lunar disk illuminated, or the entire operation is conducted over a lighted surface area.
  - (2) **Low Lighting Conditions:** Other than high lighting conditions described in e. (1) above.
  - (3) **Lighted Surface Area:** A lighted surface area is an area in which prominent objects are lighted, and surface lighting is adequate to identify terrain features and establish a usable horizontal reference. The lighting required to support this level of surface definition may be man made, natural, direct or indirect, or any combination thereof, provided these stated requirements, and the requirements of 14 CFR 135.207, are met.
  - (4) Moonrise, moonset and percentage of lunar disk illuminated data shall be consistent with data available from the United States Naval Observatory.

**A021. Helicopter Emergency Medical Services (HEMS) Operations**

**HQ Control: 01/23/06**  
**HQ Revision: 030**

- a. The certificate holder is authorized to conduct helicopter emergency medical services (HEMS)/air ambulance operations in accordance with 14 CFR Part 135 and this operations specification. (HEMS and air ambulance terms are used interchangeably.)
- b. The certificate holder is authorized takeoff and landing operations provided the site used is adequate for the proposed operation considering the size, type of surface, surrounding obstructions, and lighting. During night operations, the lighting source must provide adequate illumination of the takeoff/landing area and of any obstructions that may create potential hazards during approach, hovering, taxiing, and departure operations.
- c. The flightcrew must satisfactorily complete the certificate holder's approved training program prior to commencing HEMS/air ambulance flights.
- d. The certificate holder is authorized to use no lower than the Visual Flight Rules (VFR) weather minimums in Table 1 below when operating in Class G (uncontrolled) airspace for the conditions specified when conducting HEMS/air ambulance work, subject to subparagraphs e, f, g, h, and i.

**Table 1 – Weather Minimums and Lighting Conditions**

Area	Non-Mountainous		Mountainous (see 14 CFR 95)	
	Local	Cross Country	Local	Cross Country
<b>Condition</b>	<b><i>Ceiling-visibility</i></b>			
<b>Day</b>	<b>500-1</b>	<b>800-2</b>	<b>500-2</b>	<b>800-3</b>
<b>Night – High Lighting Conditions</b>	<b>500-2</b>	<b>1000-3</b>	<b>500-3</b>	<b>1000-3</b>
<b>Night – Low Lighting Conditions</b>	<b>800-3</b>	<b>1000-5</b>	<b>1000-3</b>	<b>1000-5</b>

- e. For the purpose of this operations specification, the following shall apply:
  - (1) **High Lighting Conditions:** The certificate holder is authorized to use Night High Lighting Conditions specified in Table 1 above. Night High Lighting Conditions means conditions in which the cloud cover is less than broken (less than 5/8 cloud cover), the time is between local Moonrise and Moonset, and at least 50% of the lunar disk illuminated, or the entire operation is conducted over a lighted surface area.
  - (2) **Low Lighting Conditions:** Other than high lighting conditions described in e. (1) above.
  - (3) **Lighted Surface Area:** A lighted surface area is an area in which prominent objects are lighted, and surface lighting is adequate to identify terrain features and establish a usable horizontal reference. The lighting required to support this level of surface definition may be man made, natural, direct or indirect, or any combination thereof, provided these stated requirements, and the requirements of 14 CFR 135.207, are met.
  - (4) Moonrise, moonset and percentage of lunar disk illuminated data shall be consistent with data available from the United States Naval Observatory.

f. High lighting condition minima may be used in low lighting conditions if both the aircraft and pilot are either:

(1) Approved for use of NVGs under paragraph A050 of these Operations Specifications, Night Vision Goggle (NVG) Operations, and NVGs are used, or

(2) Authorized to conduct IFR operations under Part H of these Operations Specifications, and the aircraft is operated using the required crew, and the stabilization and/or flight control system(s) or system modes required for IFR flight, as appropriate to the flight operating environment.

g. If the certificate holder is authorized to conduct IFR “Point in Space” (PinS) Special Instrument Approach Procedures with a “Proceed VFR” transition to the heliport, the local, non-mountainous, day, or night (high lighting condition) minima in Table 1 above may be applied in determining the landing minimum if the distance from the missed approach point to the heliport is 3 nm or less. If the distance from the missed approach point to the heliport exceeds 3 nm, apply the VFR minima prescribed in Table 1 above appropriate to the actual existing conditions.

h. If the certificate holder is authorized to conduct IFR Standard Instrument Approach Procedures with a “Proceed VFR” transition to the landing area the VFR weather minima as prescribed in Table 1 above must be applied in determining the landing minimum, or the certificate holder may apply the 14 CFR part 91 VFR weather minima appropriate to the airspace, whichever is higher.

i. Local Flying Areas. Local Flying Areas are those areas in which the pilot has demonstrated a level of familiarity which allows the use of lower VFR operating minima. Local flying areas used by a specific HEMS program base need not be contiguous.

(1) Local flying area minima may only be used by pilots who have passed an examination on the appropriate local flying area within the previous 12 months. This examination must be conducted in accordance with the certificate holder’s approved local area pilot knowledge testing procedure. Pilots may be qualified for more than one local flying area.

(2) Any flight outside a local flying area is a cross-country operation. Pilots who have not passed such a knowledge test on a particular local flying area within the previous 12 calendar months, regardless of operational experience in that area, must use the cross-country minima described in Table 1 above when operating in that area.

(3) The certificate holder is authorized to conduct HEMS operations using the local flying area minima in the following areas listed in Table 2 below, provided the pilot is qualified under subparagraph i(1) above.

**Table 2 – Authorized HEMS Operations**

<b>Local Flying Area Base</b>	<b>Description</b>	<b>Coordinating geographic FSDO (if outside the CHDO District)</b>
Little Rock, AR	30 NM radius	Little Rock FSDO
Santa Rosa Beach, FL	30 NM radius	Birmingham FSDO
Melbourne, FL	30 NM radius	Orlando FSDO
Orlando, FL	30 NM radius	Orlando FSDO
Atlanta, GA	30 NM radius	Atlanta FSDO
Abita Springs, LA	30 NM radius	Baton Rouge FSDO

Alexandria, LA	30 NM radius	Baton Rouge FSDO
Baton Rouge, LA	30 NM radius	Baton Rouge FSDO
Houma, LA	30 NM radius	Baton Rouge FSDO
Lafayette, LA	30 NM radius	Baton Rouge FSDO
Lake Charles, LA	30 NM radius	Baton Rouge FSDO
Shreveport, LA	30 NM radius	Baton Rouge FSDO
Traverse City, MI	30 NM radius	Grand Rapids FSDO
Branson, MO	30 NM radius	Kansas City FSDO
St. Robert, MO	30 NM radius	St. Louis FSDO
Bolivar, MO	30 NM radius	Kansas City FSDO
Great Falls, MT	30 NM radius	Helena FSDO
Billings, MT	30 NM radius	Helena FSDO
Missoula, MT	30 NM radius	Helena FSDO
Lebanon, NH	30 NM radius	Portland MA FSDO
Tyler, TX	30 NM radius	Dallas FSDO
Athens, TX	30 NM radius	Dallas FSDO
Mt. Pleasant, TX	30 NM radius	Dallas FSDO
Harlingen, TX	30 NM radius	San Antonio FSDO
Richland, WA	30 NM radius	Spokane FSDO
Spokane, WA	30 NM radius	Spokane FSDO
Cranberry, PA	30 NM radius	Allegheny FSDO
Greensburg, PA	30 NM radius	Allegheny FSDO
Clarion, PA	30 NM radius	Allegheny FSDO
Chicago, IL	30 NM radius	West Chicago FSDO

1. Issued by the Federal Aviation Administration.
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.

DIGITALLY FAA SIGNED 10/9/2007 4:04:02 PM

Miller, Todd J

Principal Operations Inspector

SW03

4. Date Approval is effective: 10/09/2007 Amendment Number: 7
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 10/9/2007 4:04:45 PM

Catlett, James D.

Dir. of Operations, Part 135

Date: 10/09/2007

**A050. Helicopter Night Vision Goggle Operations (HNVGO)**

**HQ Control: 01/12/07**  
**HQ Revision: 020**

a. Helicopter Night Vision Goggle Operations (HNVGO) - General. The certificate holder is authorized to conduct HNVGO in accordance with 14 CFR Part 135 and the limitations and provisions of this operations specification.

(1) The certificate holder may not use any person, nor may any person serve as a crewmember in passenger-carrying HNVGO under the provision of 14 CFR Part 135 unless that crewmember has satisfactorily completed the appropriate initial or recurrent phase of the certificate holder's approved training program for HNVGO since the beginning of the 12th calendar month before that service.

(2) The certificate holder may not use any person, nor may any person serve as a pilot-in-command of a helicopter during passenger-carrying HNVGO unless, within the preceding 90 days, that person has logged three HNVGO wherein they were the sole manipulator of the flight controls during the period beginning one (1) hour after sunset and ending one (1) hour before sunrise (as published in the Air Almanac) in the same category and class, and, if a type rating is required, type of aircraft. In addition this person must have accomplished one aircraft NVG Visual Inspection and Operational Check within the preceding 90 days.

(a) For currency of experience and HNVGO consists of the accomplishment of all of the following maneuvers and procedures:

- Before Takeoff --NVG Check.
- Arrival--At Objective Area Initial Reconnaissance.
- Takeoff (if authorized by the NVG Rotocraft Flight Manual).
- Landing (if authorized by the NVG Rotocraft Flight Manual).
- Departure--Transitioning From Unaided to Aided (if aided takeoff is not authorized by the NVG Rotocraft Flight Manual).
- Transitioning From Aided to Unaided.

(b) The above maneuvers will be in accordance with those stated in the certificate holder's FAA-approved HNVGO training program.

(3) The certificate holder is authorized to use no lower than the Visual Flight Rules (VFR) weather minimums in the table below when operating in Class G Airspace for the conditions specified when conducting HNVGO:

**Table 1 – Weather Minimums When Operating in Class G Airspace**

Non-Mountainous		Mountainous (see 14 CFR 95)	
Local	Cross Country	Local	Cross Country
<b>Ceiling-visibility</b>			
<b>500-2</b>	<b>1000-3</b>	<b>500-3</b>	<b>1000-3</b>

(4) For the purposes of this operations specification, HNVGO local flying area for each base of operations is the same as the local flying areas described in operations specification A021, unless otherwise described below:

(a) Description of the HNVGO Local Flying Area:

see A021

(b) Any flight outside the local flying area is a cross-country operation.

b. Additional Checking Requirements. The authorized night vision devices shall not be used to conduct HNVGO under the provisions of 14 CFR Part 135 unless the equipment is maintained in accordance with the provisions of operations specification D093 and the following:

(1) Prior to conducting HNVGO, each crewmember will complete any required checks on the night vision device to be used in accordance with Table 2:

**Table 2 – Required Checks for Night Vision Device Users**

Required Check	Document	Reference
Preflight	ITT Users Manual	NVG Supplement to MAI Training Manual

(2) Any night vision device that does not pass any required check is prohibited from use in HNVGO.

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

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Miller, Todd J  
Principal Operations Inspector

4. Date Approval is effective: 03/01/2007 Amendment Number: 1
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 2/23/2007 1:39:16 PM

Catlett, James D.  
Dir. of Operations, Part 135

Date: 02/23/2007

**D085. Aircraft Listing**

**HQ Control: 02/06/98**  
**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.

<b>Registration No.</b>	<b>Serial No.</b>	<b>Aircraft M/M/S</b>
N350BH	2813	AS-350-B2
N911ES	2665	AS-350-B2
N911GF	3119	AS-350-B2
N911NF	2911	AS-350-B2
N911MT	3233	AS-350-B3
N911VA	2588	AS-350-B2
N919JP	B202	BE-100-A100
N912MF	BB532	BE-200-200
N315MS	BB404	BE-200-200
N316MS	BB412	BE-200-200
N242LF	LA-86	BE-90-F90
N416P	LA-67	BE-90-F90
N117CH	7123	BK-117-B1
N945ME	7235	BK-117-B2
N955ME	7243	BK-117-B2
N548SW	S718	BO-105-C
N911RS	670	BO-105-C
N913ET	583	BO-105-C
N917SH	719	BO-105-C
N10VH	619	BO-105-S
N2784F	621	BO-105-S
N314MS	772	BO-105-S
N624MB	S751	BO-105-S
N721MB	752	BO-105-S
N911DD	830	BO-105-S
N911EB	812	BO-105-S
N911ET	187	BO-105-S
N911JF	860	BO-105-S
N911RJ	703	BO-105-S
N911WK	753	BO-105-S
N911XX	757	BO-105-S
N912ET	784	BO-105-S
N915SH	340	BO-105-S
N135DH	0133	ECD-EC135-P1
N235DH	0058	ECD-EC135-P1
N235LL	0064	ECD-EC135-P1
N311MS	0073	ECD-EC135-P1
N312MS	0129	ECD-EC135-P1
N313MS	0095	ECD-EC135-P1
N911HR	0130	ECD-EC135-P1
N911KB	0013	ECD-EC135-P1
N911SV	0015	ECD-EC135-P1

Registration No.	Serial No.	Aircraft M/M/S
N914ET	0018	ECD-EC135-P1
N135LL	0249	ECD-EC135-P2
N319MS	0315	ECD-EC135-P2
N603ME	0284	ECD-EC135-P2
N703ME	0314	ECD-EC135-P2
N145FH	9047	MBB-BK117-C2
N980ME	9084	MBB-BK117-C2

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

DIGITALLY FAA SIGNED 7/12/2007 10:01:51 AM

Coppit, James R.

Principal Maintenance Inspector

4. Date Approval is effective: 07/12/2007 Amendment Number: 47
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 7/10/2007 2:28:33 PM

Sprute, Samuel J.

Dir. of Maintenance, Part 135

Date: 07/10/2007

**D093. Helicopter Night Vision Goggle Operations (HNVGO)  
Maintenance Program**

**HQ Control: 03/13/02**  
**HQ Revision: 010**

The certificate holder is authorized to conduct HNVGO under the limitations and provisions of 14 CFR Part 135 and paragraph A050 of these operations specifications using the aircraft listed in the following table. The night vision device used to conduct HNVGO shall be maintained in accordance with the approved maintenance document listed in the table.

<b>Aircraft Registration Number</b>	<b>Aircraft Serial Number</b>	<b>Aircraft M/M/S</b>	<b>Approved Maintenance Document for Night Vision Device</b>
N313MS	95	ECD-EC135-P1	TM F4949-2, ICA-135004-4, and ICA-135004-5, as revised
N135DH	133	EC135-P1	TM F4949-2, ICA-135004-4, and ICA-135004-5, as revised
N235DH	58	EC135-P1	TM F4949-2, ICA-135004-4, and ICA-135004-5, as revised
N603ME	284	EC135-P2	TM F4949-2, ICA-135004-4, and ICA-135004-5, as revised.
N703ME	314	EC135-P2	TM F4949-2, ICA-135004-4, and ICA-135004-5, as revised.
N312MS	129	EC135-P1	TM F4949-2, ICA-135004-4, and ICA-135004-5, as revised.
N319MS	315	EC135-P2	TM F4949-2, ICA-135004-4, and ICA-135004-5, as revised.
N311MS	73	EC135-P1	TM F4949-2, ICA-135004-4, and ICA-135004-5, as revised.
N911SV	15	EC135-P1	TM F4949-2, ICA-135004-4, and ICA-135004-5, as revised.
N911GF	3119	AS-350-B2	AERO Dynamics ICA # AS350-01, as revised.
N911NF	2911	AS-350-B2	TM F4949-2, ICA 350004-4, and ICA 350004-5, as revised
N911VA	2588	AS-350-B2	TM F4949-2, ICA 350004-4, and ICA 350004-5, as revised
N911MT	3233	AS-350-B3	TM F4949-2, ICA 350004-4, and ICA 350004-5, as revised

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

DIGITALLY FAA SIGNED 7/12/2007 10:02:31 AM

Coppit, James R.

Principal Maintenance Inspector

4. Date Approval is effective: 07/12/2007 Amendment Number: 8
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 7/10/2007 2:27:59 PM

Sprute, Samuel J.

Dir. of Maintenance, Part 135

Date: 07/10/2007

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