

Operations Specifications

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A001. Issuance and Applicability

HQ Control: 05/09/03

HQ Revision: 02c

a. These operations specifications are issued to MidContinent Airlines Inc., whose principal base of operations is located at:

Primary Business Address
1500 Airplane Lane
Fort Worth, TX 12345

The holder of these Operations Specifications is the holder of Air Carrier Certificate Number MCAA037A, and shall be referred to as the Certificate Holder. The certificate holder is authorized to conduct:

Domestic	Operations in	Common	Carriage pursuant to Title 14 Code of Federal Regulations Section	119.21(a)(1) – Domestic	and provided, at all times the Certificate holder has appropriate written economic authority issued by the Department of Transportation.
Flag	Operations in	Common	Carriage pursuant to Title 14 Code of Federal Regulations Section	119.21(a)(2) – Flag	and provided, at all times the Certificate holder has appropriate written economic authority issued by the Department of Transportation.
Supplemental	Operations in	Common	Carriage pursuant to Title 14 Code of Federal Regulations Section	119.21(a)(3) – Supplemental	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 operations in accordance with the specific authorizations, limitations, and procedures in these 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 listed in 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.

Operations Specifications

1. The Certificate Holder applies for the operations in this Paragraph.
2. Support Information Reference: "Deleted Mailing Address"
3. These Operations Specifications are Approved by direction of the Administrator

DIGITALLY FAA SIGNED.05/29/19 10:09:18 AM

Shmoe, Joe A.
Principal Operations Inspector

4. Date Approval is Effective: 05/29/19 Amendment Number: Original
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED. 05/29/19 04:46:59

PM

Collier, Michael
VP – Operations

Date: 5/29/2019

Operations Specifications

A002. Definitions and Abbreviations

HQ Control: 01/23/06
HQ Revision: 100

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

Term or Terms	Definition
<u>Air Ambulance Aircraft</u>	An aircraft used in air ambulance operations. The aircraft must be equipped with at least medical oxygen, suction, and a stretcher, isolette, or other approved patient restraint/containment device. The aircraft need not be used exclusively as an air ambulance aircraft and the equipment need not be permanently installed.
<u>Air Ambulance Operations</u>	(a) Air transportation of a person with a health condition that requires medical personnel as determined by a health care provider; or (b) holding out to the public as willing to provide air transportation to a person with a health condition that requires medical personnel as determined by a health care provider including, but not limited to, advertisement, solicitation, association with a hospital or medical care provider.
<u>Airways Navigation Facilities</u>	Airways navigation facilities are those ICAO Standard Navigation Aids (VOR, VOR/DME, and/or NDB) which are used to establish the en route airway structure within the sovereign airspace of ICAO member states. These facilities are also used to establish the degree of navigation accuracy required for air traffic control and Class I navigation within that airspace.
<u>Auto Flight Guidance System</u>	Aircraft systems, such as an autopilot, auto throttles, displays, and controls, that are interconnected in such a manner so as to allow the crew to automatically control the aircraft's lateral and vertical flightpath and speed. A flight management system is sometimes associated with an AFGS.
<u>Automatic Dependent Surveillance (ADS)</u>	A function for use by air traffic services in which the ADS equipment in the aircraft automatically transmits data derived from on-board navigation systems via a datalink. As a minimum, the data include aircraft identification and three dimensional position. ADS is sometimes referred to as ADS-A or ADS-Contract (e.g., a communications contract between the aircraft communications/surveillance system and an air traffic facility or service provider only).

Operations Specifications

Term or Terms	Definition
<u>Automatic Dependant Surveillance- Broadcast (ADS-B)</u>	ADS-B is a function on an aircraft or surface vehicle operating within the surface movement area that periodically broadcasts via datalink its state vector (horizontal and vertical position, horizontal and vertical velocity) and other information. ADS-B is Automatic in that it requires no external stimulus to elicit a transmission. ADS-B is Dependent because it relies on on-board navigation sources. ADS-B Surveillance information is provided, via data link, to any users (either aircraft or ground-based) within range of the Broadcast signal.
<u>Available Landing Distance</u>	ALD is that portion of a runway available for landing and roll-out for aircraft cleared for land and hold short operations (LAHSO). This distance is measured from the landing threshold to the hold-short point.
<u>Category I Instrument Approach</u>	A Category I instrument approach is any authorized precision or nonprecision instrument approach which is conducted with a minimum height for IFR flight not less than 200 feet (60 meters) above the touchdown zone and a minimum visibility/RVV not less than 1/2 statute mile or RVR 1800 (for helicopters, 1/4 statute mile or RVR 1600).
<u>Certificate Holder</u>	In these operations specifications the term "certificate holder" shall mean the holder of the certificate described in Part A paragraph A001 and any of its officers, employees, or agents used in the conduct of operations under these operations specifications.
<u>Class I Navigation</u>	Class I navigation is any en route flight operation or portion of an operation that is conducted entirely within the designated Operational Service Volumes (or ICAO equivalents) of ICAO standard airway navigation facilities (VOR, VOR/DME, NDB). Class I navigation also includes en route flight operations over routes designated with an "MEA GAP" (or ICAO equivalent). En route flight operations conducted within these areas are defined as "Class I navigation" operations irrespective of the navigation means used. Class I navigation includes operations within these areas using pilotage or any other means of navigation which does not rely on the use of VOR, VOR/DME, or NDB.
<u>Class II Navigation</u>	Class II navigation is any en route flight operation which is not defined as Class I navigation. Class II navigation is any en route flight operation or portion of an en route operation (irrespective of the means of navigation) which takes place outside (beyond) the designated Operational Service Volume (or ICAO equivalents) of ICAO standard airway navigation facilities (VOR, VOR/DME, NDB). However, Class II navigation does not include en route flight operations over routes designated with an "MEA GAP" (or ICAO equivalent).

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Term or Terms

Definition

Cockpit Display of
Traffic Information
(CDTI)

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

Decision Altitude
(Height)

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

Dual-Certified Noise
Compliance

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

Fault Detection and
Exclusion

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

Flight Management
System (FMS)

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

Free Flight

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

Global Position
System (GPS)
Landing System
(GLS)

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

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Term or Terms	Definition
<u>Helicopter Emergency Medical Service</u>	Helicopter emergency medical service (HEMS) is (a) Air transportation by helicopter of a person with a health condition that requires medical personnel as determined by a health care provider; or (b) Holding out to the public as willing to provide air transportation by helicopter to a person with a health condition that requires medical personnel as determined by a health care provider including, but not limited to, advertisement, solicitation, association with a hospital or medical care provider. (c) Helicopter emergency medical evacuation service (HEMES)
<u>ILS-PRM</u>	The simultaneous close parallel ILS approaches are enabled through the implementation of special precision runway monitoring (PRM) equipment operated by Air Traffic Control at certain airfields for some runways. These approaches are included in 14 CFR Part 97 as "ILS PRM."
<u>Imported Airplane- Noise Compliance</u>	For purposes of the noise compliance rules, an imported airplane is a Stage 2 airplane of 75,000 pounds or more that was purchased by a U.S. person from a non-U.S. owner on or after November 5, 1990. [Under the non addition rule (see 14 CFR § 91.855), an imported airplane may not be operated to or from any airport in the contiguous United States. Such airplanes may be owned and registered by U.S. persons but are limited to operation outside the contiguous United States.]
<u>JAA JAR/OPS-1</u>	Joint Aviation Authorities (JAA) Joint Aviation Requirements (JAR) operational agreements (OPS). The European JAA adopted common operational guidance for all Member States in order to harmonize the rules within those States. The JAROPS-1, is part 1 of the operational agreement and comprises the operational requirements applicable to commercial air transportation fixed wing aircraft.
<u>LDA/PRM (SOIA)</u>	This operation comprises one ILS and one localizer type directional aid (LDA) with glide slope. The ILS is aligned with its runway, but the LDA serving the second runway is offset (no more than 3 degrees) from a parallel track. This offset permits simultaneous instrument approach operations to parallel runways spaced less than 3,000 feet apart, but no less than 750 feet. Because of the offset, this operation is also known as a simultaneous offset instrument approach (SOIA).
<u>Life Vest, Non-Quick Donning</u>	A non-quick-donning life vest is one which must be removed from its container, placed over the wearer's head, and/or requires additional steps beyond inflation to make it ready to use for its intended purpose.
<u>Life Vest, Quick- Donning</u>	A quick-donning life vest is fastened around a person in a manner which requires the wearer only to pull on a single tab and lift the life vest over his/her head. At this point the life vest needs only to be inflated to be ready to use for its intended purpose.
<u>Local Flying Area</u>	An area designated by the operator in which air ambulance services will be conducted. Each local flying area should be defined in a manner acceptable to the operator, the local Flight Standards District Office, and the Principal Operations Inspector, taking into account the operating environment, the geographic terrain features, and the capabilities of the aircraft.
Term or Terms	Definition
<u>Major Contract Training</u>	Any flight training, flight testing, or flight checking leading to and maintaining certification and qualification of air carrier flightcrew members in accordance with the requirements (maneuvers and procedures) explicitly stated in 14 CFR Parts 61,

Operations Specifications

121, or 135; or in SFAR 58 Advanced Qualification Program (AQP), as applicable.

Medical
Crewmember

A person with medical training who is assigned to provide medical care during flight.

Minimum Descent
Altitude (Height)

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

Operational Service
Volume

The Operational Service Volume is that volume of airspace surrounding a NAVAID which is available for operational use and within which a signal of usable strength exists and where that signal is not operationally limited by cochannel interference. Operational Service Volume includes all of the following:

- (1) The officially designated Standard Service Volume excluding any portion of the Standard Service Volume which has been restricted.
- (2) The Expanded Service Volume.
- (3) Within the United States, any published instrument flight procedure (victor or jet airway, SID, STAR, SIAP, or instrument departure).
- (4) Outside the United States, any designated signal coverage or published instrument flight procedure equivalent to U.S. standards.

Outsourced Training

Any training, testing, or checking activity which an air carrier certificate holder provides by way of a contract arrangement with another party.

Parabolic Flight
Operations

Parabolic flight operations are aerobatic maneuvers in which the aircraft is intentionally pitched in excess of 30 degrees above and 30 degrees below the horizon in a repeated fashion for the specific purpose of exposing the participants to reduced or zero gravity conditions.

Planned Redispatch
or Re-Release En
Route

The term "planned redispatch or re-release en route" means any flag operation (or any supplemental operation that includes a departure or arrival point outside the 48 contiguous United States and the District of Columbia) that is planned before takeoff to be redispatched or re-released in flight in accordance with 14 CFR Section 121.631(c) to a destination airport other than the destination airport specified in the original dispatch or release.

Polar Area (North)

The north polar area of operations is that area that lies north of latitude N 78° 00'.

Qualified Local
Observer

A person who provides weather, landing area, and other information as required by the operator, and has been trained by the operator under a training program approved by the Principal Operations Inspector.

Term or Terms

Definition

Raw Terrain

Raw terrain is devoid of any person, structure, vehicle or vessel.

Reliable Fix

A "reliable fix" means station passage of a VOR, VORTAC, or NDB. A reliable fix also includes a VOR/DME fix, an NDB/DME fix, a VOR intersection, an NDB intersection, and a VOR/NDB intersection provided course guidance is available from one of the facilities and the fix lies within the designated operational service

Operations Specifications

volumes of both facilities which define the fix.

Required Navigation
Performance (RNP)

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

Required Navigation
Performance (RNP)
Time Limit

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

Required Navigation
Performance (RNP)
Type

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

Runway

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

Simultaneous Offset
Instrument Approach
(SOIA)

See definition for LDA/PRM

VFR Station
Referenced Class I
Navigation

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

Operations Specifications

1. Issued by the Federal Aviation Administration.
2. Support Information Reference: This amendment incorporates FAA HQ mandatory revision 100 (01/23/06), which adds Helicopter Emergency Medical Service (HEMS) and updates Air Ambulance Operations, and Medical Crewmember definitions.
3. These Operations Specifications are Approved by direction of the Administrator

DIGITALLY FAA SIGNED. 05/29/19 10:09:48 AM

Shmoe, Joe A.
Principal Operations Inspector

4. Date Approval is Effective: 05/29/19 Amendment Number: Original
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED, 05/29/19 08:49:30
PM

Snow, Douglas K
Director, Systems Operations Control

Date: 5/29/2019

Operations Specifications

A003. Airplane Authorization.

HQ Control: 09/11/02
HQ Revision: 02f

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

M/M/S	Type Section 119	Operation Configuration	En Route	Condition of Flight	Seats Demo	Seats Approved	Number Flt. Att.
BOEING 737-800	119.21(a)(1) – Domestic, 119.21(a)(2) – Flag, 119.21(a)(3) – Supplemental	PAX And Cargo	IFR/VFR	Day/Night	160	160	4
BOEING 777-223	119.21(a)(1) – Domestic, 119.21(a)(2) – Flag, 119.21(a)(3) – Supplemental	PAX And Cargo	IFR/VFR	Day/Night	260	260	8
BOEING 787-8	119.21(a)(1) – Domestic, 119.21(a)(2) – Flag, 119.21(a)(3) – Supplemental	PAX And Cargo	IFR/VFR	Day/Night	226	226	8
BOEING 787-9	119.21(a)(1) – Domestic, 119.21(a)(2) – Flag, 119.21(a)(3) – Supplemental	PAX And Cargo	IFR/VFR	Day/Night	285	285	8

Operations Specifications

1. The Certificate Holder applies for the Operations in this Paragraph
2. Support Information Reference: Delete B757-200 and B767-300, add B787-8 and B787-9 Fleet Authorizations
3. These Operations Specifications are Approved by direction of the Administrator

DIGITALLY FAA SIGNED. 05/29/19 10:10:38 AM

Shmoe, Joe A.
Principal Operations Inspector

4. Date Approval is Effective: 05/29/19 Amendment Number: 6
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED, 05/29/19 07:36:10 PM

Collier, Michael
VP – Operations

Date: 5/29/2019

A004. Summary of Special Authorizations and Limitations

**HQ Control: 08/03/01
HQ Revision: 000**

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

	<u>Reference Paragraphs</u>
Conduct operations under certain exemptions and deviations.	A005
Conduct operations to certain airports outside the 48 contiguous U.S. under CFR Part 121 domestic rules.	A012
Conduct extended overwater turbojet operations without required emergency equipment.	A013
Conduct special en route IFR operations in Class G airspace.	A014
Use an approved electronic recordkeeping system and/or an electronic flight bag.	A015
Conduct Land and Hold Short Operations (LAHSO) at designated airports and specified runway configurations as identified by Air Traffic Services in Notice 7110.118, Appendix 1.	A027
Conduct supplemental operations using domestic/flag rules between the city pairs listed in C070.	A030
Use an approved CASS and/or FDAR program to allow eligible persons under 14 CFR Subsection 121.547(a)(3) access to the flightdeck.	A048
Use flight control guidance systems for airplane automatic landing operations other than Categories II and III.	C061
Conduct Driftdown or Fuel Dumping for CFR Terrain Clearance Requirements	B029
Conduct Class I Navigation using an Area Navigation System	B034
Conduct Class I Navigation in the U.S. Class A Airspace using an area or long-range navigation system	B035
Conduct Class II Navigation using multiple long-range navigation systems	B036
Conduct CEPAC Operations	B037
Conduct ER-OPS Operations	B042
Use Special Fuel Reserves in International Operations	B043
Conduct Planned Redispach or Rerelease Enroute	B044
Conduct extended overwater operations using a single long-range communication system	B045
Conduct operations in reduced vertical separation minimum (RVSM) airspace.	B046

Operations Specifications

Conduct Class II navigation using single long-range navigation system (S-LRNS).	B054
Conduct straight-in Category I approach procedures other than ILS, MLS, or GLS with specific IFR landing minimums for airplanes at all airports.	C053
Derive alternate airport weather minimums from the standard table for airplanes.	C055
Conduct airplane Category II instrument approach and landing operations.	C059
Conduct airplane Category III instrument approach and landing operations.	C060
Conduct IFR area navigation (RNAV) Instrument Departure Procedures (DPs) and Standard Terminal Arrivals (STARs) published in accordance with 14 CFR Part 97.	C063
Conduct nonscheduled passenger and/or all-cargo, special terminal area IFR airplane operations in Class G airspace and at airports without an operating control tower.	C064
Conduct airplane operations into certain airports.	C067
Conduct noise abatement departure profile operations with its subsonic turbojet-powered airplanes over 75,000 pounds gross takeoff weight.	C068
Conduct scheduled operations at authorized airports.	C070
Conduct IFR airplane approach procedures using vertical navigation (VNAV) utilizing a published MDA as a DA(H).	C073
Conduct airplane Category I, ILS, MLS, or GLS approach procedures with specific IFR landing minimums.	C074
Conduct airplane IFR circle-to-land approach maneuvers.	C075
Conduct 14 CFR Part 121 IFR airplane operations using lower than standard takeoff minimums.	C078
Conduct scheduled passenger, special terminal area IFR airplane operations in Class G airspace and at airports without an operating control tower.	C080
Conduct domestic operations using an exemption to 14 CFR Sections 121.619(a)(1) and (2) in accordance with operations specification C355.	C355
Conduct Required Navigation Performance (RNP) Procedures with Special Aircraft and Aircrew Authorization (SAAAR)	C384
Use a reliability program for the entire aircraft	D074
Participate in a parts pool agreement.	D081
Use short-term escalation authorization for borrowed parts that are subject to overhaul requirements.	D083
Conduct ferry flights under special flight permits with continuing authorization.	D084
Use an extended-range operation (ER-OPS) aircraft maintenance program.	D086

Operations Specifications

Use coordinating agencies for suppliers evaluation (CASE).	D090
Make arrangements with other organizations to perform substantial maintenance.	D091
Use an approved maintenance program for listed airplanes used in operations in designated RVSM airspace.	D092
Utilize an assessment program for pressurized fuselages.	D097
b. The certificate holder <i>is not authorized and shall not:</i>	
Conduct airplane air ambulance operations under 14 CFR Part 121.	A024
Conduct operations of certain Stage 2 airplanes.	A026
Conduct aircraft wet lease arrangements.	A028
Use an aircraft interchange agreement under 14 CFR Section 119.49.	A029
Conduct certain CFR Part 121 operations in accordance with flight and rest time limitations under 14 CFR Sections 135.261 through 135.273.	A033
Use ADS-B for certain operational applications.	A052
Accept, handle, and carry materials regulated as Hazardous Materials (HazMat).	A055
Use only actual passenger and baggage weights (no combinations of average and actual weights) for all its aircraft	A096
Use any combination of actual, standard average (or segmented), or survey-derived average weights in its small cabin aircraft passenger and baggage weight program.	A097
Use any combination of actual, standard average (or segmented), or survey-derived average weights for its medium cabin aircraft.	A098
Conduct IOE using check airmen employed by United Airlines in lieu of FAA inspectors	A316
Conduct operations with airplane wet lease agreements IAW nonstandard OpSpec A328.	A328
Conduct ultra long range flag operations in excess of 16 hours block time.	A332
Substitute scheduled service as a supplemental air carrier.	A345
Conduct parabolic flight operations.	A362
Suspend its liability insurance due to seasonal operations.	A501
Use the air carrier merger and/or acquisition plan.	A502
Conduct Operations into the Democratic People's Republic of Korea (DPRK).	A519
Conduct flight operations within the territory of Iraq in accordance with the permitted operations requirements of SFAR-77.	A520

Operations Specifications

Conduct operations with deviations for flight time, rest periods, and sleeping quarters to meet Air Mobility Command needs.	A521
Conduct military charter operations only in accordance with deviation provisions and limitations for its flightdeck doors.	A523
Use a temporary deviation IAW the requirements of 14 CFR Section 119.55, to permit its flight crewmembers to exceed 30- & 60-day flight time limitations for certain operations.	A524
Use a temporary deviation IAW the reqs of 14 CFR Section 119.55, to conduct operations under this deviation without assigning a flight attendant to a scheduled duty period of more than 14 hours, but no more than 16 hours.	A526
Conduct emergency operations to support a temporary regional disaster recovery.	A530
Conduct IFR en route RNAV operations in the State of Alaska using TSO C145a/C146a GPS/WAAS RNAV systems as the only means of IFR navigation IAW SFAR 97.	B030
Conduct NOPAC Operations	B038
Conduct NAT/MNPS Operations	B039
Conduct North Polar Operations	B055
Conduct Class II navigation with a flight navigator.	B047
Conduct air tour operations below an altitude of 1,500 feet AGL in the State of Hawaii.	B048
Conduct operations in the Grand Canyon National Park Special Flight Rules Area (GCNP-SFRA).	B049
Conduct Part 121 en route VFR operations.	B051
Conduct certain Part 121 VFR remote operations.	B052
Conduct commercial air tour operations over certain national park(s) and tribal lands within or abutting those national park(s).	B057
Conduct certain international operations in accordance with a deviation to 14 CFR Section 121.645	B343
Conduct foreign terminal instrument procedures with special restrictions for airplanes	C058
Use powerplant reversing systems for rearward taxi in specific airplane operations.	C065
Engage the autopilot after takeoff and initial climb at an altitude lower than specified for en route operations by Title 14 CFR Section 121.579(a).	C071
Use Special NON 14 CFR Part 97 Instrument Approach or Departure Procedures	C081
Use wet skid-resistant runway data approved in AFM.	C354

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Conduct "RNP-like" foreign RNAV terminal instrument procedures with Required Navigation Performance (RNP) lines of minima.	C358
Use landing performance assessment procedures that increase landing distances by at least an additional 15% at time of arrival for its turbojet airplane operations.	C382
Conduct 14 CFR Part 121 terminal instrument approach operations with obstacle assessments.	C390
Use a reliability program for airframe, powerplant, systems, or selected items.	D075
Use short-term escalation.	D076
Use contractual maintenance for the entire aircraft.	D077
Use the provisions of contractual agreements limited to specific maintenance functions.	D078
Participate in a reliability program under a contractual agreement.	D079
Use leased maintenance program authorization: U.S.-registered aircraft.	D080
Use specific aircraft for which prorated times have been established.	D082
Use a maintenance program for leased foreign-registered aircraft.	D087
Use maintenance time limitations for operators with a partial reliability program.	D088
Use maintenance time limitations for operators without a reliability program.	D089
Suspend its liability insurance for specific aircraft in long-term storage or maintenance.	D106
Use the CAEVL program as a means of qualifying a vendor for services, parts, and materials to satisfy the requirements of 14 CFR Section 121.373.	D300
Use deviation authority to extend maintenance time limitations for certain aircraft when conducting military charter operations carrying only military personnel.	D500

Operations Specifications

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. 05/29/19 10:11:03 AM

Shmoe, Joe A.

Principal Operations Inspector

4. Date Approval is Effective: 05/29/19

Amendment Number: 4

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

DIGITALLY INDUSTRY SIGNED. 05/29/19 09:53:53
PM

Snow, Douglas K.

Director, System Operations Control

Date: 5/29/2019

A005 Exemptions and Deviations

HQ Control: 02/11/05
HQ Revision: 020

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

b. Exemptions.

Exemption Number	Date of Expiration	Remarks and/or References
3585 U	05/31/2022	Dispatch despite conditional language in the forecast.
6916 J	12/31/2022	Use company employed check airmen in lieu of FAA Inspectors for observing Initial Operating Experience (IOE) checkrides.
8684	12/31/2022	Permits lower ceiling and visibility requirements before requiring destination alternates for dispatch.

c.. Deviations

Deviation Authority	Deviation From	Description	Conditions and Limitations
Operation Specification A013	121.339(a)(2), (3) & (4)	Part 121 operations with out certain emergency equipment installed.	Extended overwater operations, using specified aircraft and routes, without certain emergency equipment. See paragraph A013.
Operation Specification B343	121.645(b)(1-4)	Deviation to fuel supply requirements: Flag and supplemental operations.	See paragraph B343

Operations Specifications

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support Information Reference: Revise exemption to Exemption 8684.
3. These Operations Specifications are Approved by direction of the Administrator

DIGITALLY FAA SIGNED. 05/29/19 10:11:25 AM

Shmoe, Joe A.

Principal Operations Inspector

4. Date Approval is Effective: 05/29/19 Amendment Number: 2
5. I hereby accept receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED 05/29/19 08:57:19
AM

Collier, Michael

VP – Operations

Date: 5/29/2019

Operations Specifications

A006 Management Personnel

**HQ Control: 02/10/98
HQ Revision: 02b**

The certificate holder is authorized the following management positions:

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

Part 119 Position Title	Name	Company Equivalent Position Title
Chief Pilot	Hill, Eric	Chief Pilot
Director of Operations	Collier, Michael	VP – Operations
Director of Maintenance	Fixit, Alan	Director of Maintenance Operations
Chief Inspector	Clouseau, Jacques	Chief Inspector
Director of Safety	Safetyman, Alex	Director of Safety

1. The Certificate Holder applies for the Operations in this Paragraph.
2. Support Information Reference:
3. These Operations Specifications are Approved by the Administrator

DIGITALLY FAA SIGNED. 05/29/19 10:12:02 AM

Shmoe, Joe A.
Principal Operations Inspector

4. Date Approval is Effective: 05/29/19 Amendment Number: Original
5. I hereby receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED. 05/29/19 09:55:35 PM

Snow, Douglas K.
Director, System Operations Control

Date: 5/29/2019

A007 Other Designated Persons

**HQ Control: 02/10/98
HQ Revision 01b**

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

Dewey, Cheatem, and Howe PC
1 Lawyer Lane
Atlanta, GA 30320

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

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

Title	Name	Parts Authorized
VP – Operations	Michael Collier	ABCE
Chief Pilot	Eric Hill	ABC
Director of Systems Operations Control	Douglas K Snow	ABC
Director of Maintenance Operations	Alan Fixit	DE

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

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

Name	Email Address	Telephone No.	Types of Information to Receive
Douglas K Snow	dsnow@midconair.net	(574) 596-9999	Both OPS/AW

Operations Specifications

1. Issued by the Federal Aviation Administration.
2. Support Information Reference: Change Email address of person authorized to receive SAFOs and INFOs.
3. These Operations Specifications are Approved by the Administrator

DIGITALLY FAA SIGNED. 05/29/19 10:13:16 AM

Shmoe, Joe A.
Principal Operations Inspector

4. Date Approval is Effective: 05/29/19 Amendment Number: 3
5. I hereby receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED, 05/29/19 09:58:10
PM

Snow, Douglas K.
Director of System Operations Control

Date: 5/29/2019

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

- (1) Operational control of Midcontinent Airlines Flight Movement is conducted at the System Operations Control (SOC) center, located at:

12345 Airline Drive
Dept: SOC
Kansas City, MO

“SOC” performs full FAR 121 functions with the following elements:

Operations Controllers
Dispatchers

Communications Networks including

- MCA ACARS
- PMDG Global Flight Operations Network

Computer Networks and Systems Used:

- Professional Flight Planner X
- TOPCAT
- PMDG Global Flight Operations Network

The description of the system and/or procedures for controlling flight movements are provided in the MidContinent Airlines Flight Operations Manual. Additional material is located in the Dispatcher's Desk Manuals Volumes I and II.

Operations Specifications

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support Information Reference: Change to Flight Planning System
3. These Operations Specifications are Approved by the Administrator

DIGITALLY FAA SIGNED. 05/29/19 10:13:41 AM

Shmoe, Joe A.
Principal Operations Inspector

4. Date Approval is Effective: 05/29/19 Amendment Number: 2
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED. 05/29/19 05:05:48
AM

Snow, Douglas K.
Director, System Operations Control

Date: 5/29/2019

A009. Airport Aeronautical Data

HQ Control: 04/29/98
HQ Revision: 01b

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

(1) MidContinent Airlines' method of conforming to FAR 121.97 is by use of an administrative system of obtaining, maintaining, and distributing the current aeronautical data to appropriate personnel.

Aeronautical information sources include, but are not limited to the following:

Jeppesen Airway Manual Services; National Weather Service Products; Military Airfield TERPS data; Field condition reports.

The TOPCAT Performance system will be used to generate airport analysis information for all fleet types in use at MidContinent Airlines.

Additional data is obtained from, but not restricted to:

International Airman Information Publications (AIPs), Airport/Facility Directory publications. This data includes, but is not restricted to: Airport Facilities, Runways, obstacles, Instrument Flight Procedures, and other pertinent Aeronautical Data, as listed in FAR 121.97. This system is approved in accordance with FAR 121.97(b).

MidContinent Airlines, Inc. will comply with FAR 121.97(c) for revisions to the system for collection and dissemination of Airport Aeronautical Data. MidContinent Airlines, Inc. will obtain current Jeppesen airways/airport information prior to operations outside the contiguous United States along with current airport analysis.

Operations Specifications

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support Information Reference: Revise source of airport analysis calculations.
3. These Operations Specifications are Approved by the Administrator

DIGITALLY FAA SIGNED. 05/29/19 10:14:07 AM

Shmoe, Joe A.
Principal Operations Inspector

4. Date Approval is Effective: 05/29/19 Amendment Number: 2
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED. 05/29/19 05:08:16
AM

Snow, Douglas K.
Director, System Operations Control

Date: 5/29/2019

A010 Aeronautical Weather Data

HQ Revision: 06/18/03
HQ Control: 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.

(1) WSI Dispatch system provides weather data through a satellite-based feed, to the flight planning system.

(2) In case of satellite feed failure SOC personnel can download this data through a secure FTP for integration into the flight planning system.

Additional data may be obtained from the following:
Department of Defense (Military forecasts, observations, and NOTAMS)
NWS/FAA Aviation Digital Data Service and associated websites

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

Original Date of EWINS Manual	Last Revision of EWINS Manual
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

Qualified Internet Communications Providers
WSI PilotBrief QICP Website
DTC DUAT
CSC DUAT
WSI Fusion
Jeppesen Meteorology

Sources of NWS Weather reports or sources approved by NWS and/or FAA are as follows:

- *NWS offices (including contract observatories)*
- *Flight Service Stations*
- *Supplemental aviation weather reporting stations (SAWRS)*
- *Limited aviation weather reporting stations (LAWRS)*
- *Automated surface observations (AWOS)*
- *Any active meteorological office operated by a foreign state which subscribes (is signatory) to the standards and practices of ICAO conventions.*
- *Any N.A.T.O. military reporting source*

NOTE 1: Weather information used to control approaches and departures:

Operations Specifications

- *Time of observation*
- *- Visibility*
- *- Altimeter setting*
- *- Temperature*
- *- Dew point*
- *- Wind speed*
- *- Wind direction*
- *- Cloud height (required only when ceiling is specified as part of a landing or takeoff minimum)*

NOTE 2: AWOS-3 installed, operated and maintained by the FAA are approved, without restriction, for use by Part 121 and 135 operators. An AWOS cannot be used as an authorized weather source for FAR Parts 121 and 135 IFR operations if the ALTIMETER SETTING, VISIBILITY, or WIND data are reported missing. IFR approaches will not be initiated by FAR Parts 121 and 135 aircraft if any of these elements are missing from the AWOS report. An AWOS should be considered out-of-service for all IFR approaches if the ALTIMETER SETTING is reported as missing. If the DATE/TIME GROUP is missing the AWOS is not an official observation and the system must be taken out of service.

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. 05/29/19 10:14:32 AM

Shmoe, Joe A.
Principal Operations Inspector

4. Date Approval is Effective: 05/29/19 Amendment Number: Original
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED. 05/29/19 05:13:07
AM

Collier, Michael
VP – Operations

Date: 5/29/2019

Operations Specifications

A011 Approved Carry-On Baggage Program

HQ Control: 08/11/04
HQ Revision: 020

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

MidContinent Airlines is authorized to use the approved carry-on baggage program, as stated in the FAA-approved MidContinent Airlines Weight and Balance Manual, as amended and maintained by the Managing Director of Customer Service Planning.

The portions of the above manuals which describe the carry-on baggage program will not be amended without FAA Approval.

-
1. Issued by the Federal Aviation Administration.
 2. Support Information Reference: Op Spec paragraph was amended in compliance with FAA HQ mandatory revision 020.
 3. These Operations Specifications are Approved by the Administrator

DIGITALLY FAA SIGNED. 05/29/19 10:14:59 AM

Shmoe, Joe A.
Principal Operations Inspector

4. Date Approval is Effective: 05/29/19 Amendment Number: Original
5. I hereby receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED. 05/29/19 05:15:12
AM

Collier, Michael
VP – Operations

Date: 5/29/2019

Operations Specifications

**A012 Part 121 Domestic Operations to Certain Airports Outside
the 48 Contiguous States**

**HQ Control: 02/05/04
HQ Revision: 050**

- a. In accordance with Title 14 of the Code of Federal Regulations (14 CFR) Section 119.3, the definition of domestic operation, the Flag certificate holder is authorized to conduct Part 121 operations under the rules applicable to domestic operation only between the airports listed in OpSpec C070 and the airports outside the 48 contiguous United States listed below in accordance with the limitations and provisions of this operations specification.

Table 1

Airports Outside the 48 Contiguous United States
ICAO Identifier
BELIZE CITY / Philip S.W. Goldson Intl, Belize (MZBZ)
BERMUDA / Wade Intl. Bermuda, U. K. (TXKF)
CALGARY / McCall Field, Canada (CYYC)
CANCUN / Cancun Intl., Mexico (MMUN)
COZUMEL / Cozumel Intl., Mexico (MMCZ)
FREEPORT/Grand Bahama International Airport (MYGF)
GANDER / Gander Intl., Canada (CYQX)
GOOSE BAY / Goose Bay Airport, Canada (CYYR)
GRAND CAYMAN / Roberts Intl., Cayman Islands, U. K. (MWCR)
GUADALAJARA / Guadalajara / Miguel Hidalgo Y Costilla Intl., Mexico (MMGL)
GUATEMALA / La Aurora Intl., Guatemala (MGGT)
HALIFAX / Halifax Intl., Canada (CYHZ)
HAMILTON / Hamilton Intl. Canada (CYHM)
HAVANA/Jose Marti Intl., Cuba; (MUHA)
HIGUEY / Punta Cana Intl., Dominican Republic (MDPC)
KINGSTON / Norman Manley Intl., Jamaica (MKJP)
LIBERIA / Daniel Oduber Intl. Costa Rica (MRLB)
MANZANILLO/Playa De Oro Intl. Mexico (MMZO)
MAZATLAN/General Rafael Buelna International Airport (MMMZ)
MERIDA / Manuel Crecencio Rejon Intl. Mexico (MMMD)
MEXICO CITY / Benito Juarez Intl., Mexico (MMMM)
MONCTON / Greater Moncton Intl., Canada (CYQM)
MONTEGO BAY / Sangster Intl., Jamaica (MKJS)
PANAMA CITY / Tocumen Intl. Republic of Panama (MPTO)
PROVIDENCIALES / Providenciales Intl., Turks and Caico Islands, U.K. (MBPV)
PUERTO VALLARTA / Licenciado Gustavo / Diaz Ordaz Intl., Mexico (MMPR)
SAN JOSE / Juan Santa maria intl. Costa Rica (MROC)
SAN JOSE DEL CABO / Los Cabos Intl., Mexico (MMSD)

Operations Specifications

SAN JUAN / Luis Munoz Marin Intl., Puerto Rico (TJSJ)
SAN SALVADOR / El Salvadore Intl., El Salvadore (MSLP)
SANTO DOMINGO / Las Americas Intl., Dominican Republic (MDSO)
ST JOHN'S / St. John's Intl., Canada (CYYT)
ST. THOMAS / Cyril E. King Intl, Virgin Islands, U.S. (TIST)
STEPHENVILLE / Stephenville Airport, Canada (CYJT)
TEGUCIGALPA / Toncontin Intl. Honduras (MHTG)
TORONTO / Lester B. Pearson Intl., Canada (CYYZ)
VANCOUVER / Vancouver Intl., Canada (CYVR)
ZIHUATANEJO / Ixtapa-Zihuatanejo Intl., Mexico (MMZH)

b. Limitations and Provisions.

- (1) This domestic operation authorization applies only to operations conducted as follows:
 - (a) *This authorization only applies to operations conducted wholly within the State of Hawaii.*
- (2) The certificate holder shall comply with any en route limitations and provisions specified for the respective areas of en route operation as authorized in paragraph B050 of these operations specifications.
- (3) The certificate holder is not authorized and shall not dispatch any flight from any airport listed in its OpSpec C070 to any other airport outside the 48 contiguous United States under the regulations applicable to domestic operations unless it is listed in Table 1 of this paragraph.
- (4) Notwithstanding the provisions of 14 CFR Section 121.619(a), an alternate airport must be listed in the dispatch release during the period of October 1 through May 1 when conducting operations to State of Alaska airports listed above in Table 1.
- (5) If all the conditions and limitations for this domestic operation authorization cannot be met, operations under this authorization to the airports in Table 1, for which the conditions and limitations cannot be met, are prohibited and operations to those airports must then be conducted under the part 121 regulations applicable to flag operations.
- (6) ALL regulations applicable to domestic operations must be complied with for the operations between the airports authorized by this operations specification.
- (7) This authorization applies only to those air carriers that have Flag authorization in accordance with the definition of a Flag operation per 14 CFR Section 119.3.
- (8) The certificate holder must comply with the requirements of 14 CFR Section 121.11.

Operations Specifications

-
1. Issued by the Federal Aviation Administration.
 2. Support Information Reference:
 3. These Operations Specifications are Approved by the Administrator

DIGITALLY FAA SIGNED.05/29/19 10:15:32 AM

Shmoe, Joe A.
Principal Operations Inspector

4. Date Approval is Effective: 05/29/19 Amendment Number: 4
5. I hereby receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED. 05/29/19 05:20:35
AM

Snow, Douglas K.
Director, System Operations Control

Date: 5/29/2019

A013 Part 121 Operations without Certain Emergency Equipment

**HQ Control: 02/18/05
HQ Revision: 030**

- a. The certificate holder is authorized, under a deviation as provided in 14 CFR Section 121.339(a), to conduct extended overwater turbojet-powered airplane operations in accordance with the limitations and provisions of this operations specification.
- b. The certificate holder shall not conduct any other extended overwater operations under this deviation authority.
- c. The certificate holder is authorized to conduct these extended overwater en route operations without the emergency equipment required by Section 121.339(a)(2), (3), and (4):
 - (1) Over the specific routes listed in Table 1 below, and
 - (2) Using the airplanes listed in Table 1 below.

Table 1 – Airplanes and Authorized Routes

Authorized Aircraft Make/Model	AUTHORIZED ROUTES OF EN ROUTE OPERATION FOR THIS DEVIATION
B737-800	All authorized areas and routes as stated in paragraph d. (1).
B777-200	All authorized areas and routes as stated in paragraph d. (1).
B787-8	All authorized areas and routes as stated in paragraph d. (1).
B787-9	All authorized areas and routes as stated in paragraph d. (1).

- d. The certificate holder shall not conduct any operations under this deviation authority unless the following additional conditions and limitations are met:
 - (1) The area(s) of operation permitted is any offshore area adjoining the 48 contiguous states of the United States, the Gulf of Mexico, and the Caribbean Islands, as follows:
 - (a) The south and east coasts of the United States, below 35 degrees North latitude, the Gulf of Mexico, and the Caribbean Islands, not to exceed 30 minutes flying time in still air with one engine inoperative, or 162 nautical miles from the nearest shoreline, whichever is less.
 - (b) The east coast of the United States, 35 degrees North latitude and above, not to exceed 30 minutes flying time in still air with one engine inoperative, or 100 nautical miles from the nearest shoreline, whichever is less.
 - (c) The west coast of the United States, not to exceed 30 minutes flying time in still air with one engine inoperative, or 100 nautical miles from the nearest shoreline, whichever is less.

Operations Specifications

-
- (2) Inflight cruise minimum en route altitudes are at FL 250 or higher.
 - (3) Crewmember training programs and procedures for ditching and diversion contingency planning remain equivalent to or better than those existing as of the effective date of this deviation authority.

-
1. The Certificate Holder applies for the Operations in this paragraph.
 2. Support Information Reference: Refine route description through Havana FIR Airspace.
 3. These Operations Specifications are Approved by the Administrator

DIGITALLY FAA SIGNED. 05/29/19 10:16:09 AM

Shmoe, Joe A.
Principal Operations Inspector

4. Date Approval is Effective: 05/29/19 Amendment Number: 1
5. I hereby receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED. 05/29/19 05:38:13
AM

Snow, Douglas K.
Director, System Operations Control

Date: 5/29/2019

Operations Specifications

A014 Special En Route IFR Operations in Class G Airspace

HQ Control: 09/20/99
HQ Revision: 040

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

- a. All such IFR operations are conducted within the areas of Class G airspace specifically authorized for IFR flight in operations specification paragraph B050 of these operations specifications.
- b. All such operations are conducted in accordance with the limitations and provisions of operations specification paragraph B032 of these operations specifications.
- c. The facilities and services necessary to safely conduct IFR operations in Class G airspace are available and operational during the period of operation in Class G airspace.
- d. Except as provided in operations specification paragraph B051 of these operations specifications, all Title 14 CFR Part 135 turbojet and all 14 CFR Part 121 en route operations in Class G airspace are conducted under instrument flight rules.

-
1. The Certificate Holder applies for the Operations in this paragraph.
 2. Support Information Reference:
 3. These Operations Specifications are Approved by the Administrator

DIGITALLY FAA SIGNED. 05/29/19 10:16:34 AM

Shmoe, Joe A.
Principal Operations Inspector

4. Date Approval is Effective: 05/29/19 Amendment Number: Original
5. I hereby receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED. 05/29/19 03:57:24 PM

Snow, Douglas K.
Director, System Operations Control

Date: 5/29/2019

Operations Specifications

A022. Approved Exit Seat Program

HQ Control: 05/08/98
HQ Revision: 01c

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

(1) MidContinent Airlines exit seat program is maintained by the Safety and Security department and contains detailed information regarding procedures and their respective departmental interfaces.

-
1. The Certificate Holder applies for the Operations in this paragraph.
 2. Support Information Reference:
 3. These Operations Specifications are Approved by the Administrator

DIGITALLY FAA SIGNED. 05/29/19 10:16:56 AM

Shmoe, Joe A.
Principal Operations Inspector

4. Date Approval is Effective: 05/29/19 Amendment Number: Original
5. I hereby receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED. 05/29/19 05:41:13
AM

Collier, Michael
VP – Operations

Date: 5/29/2019

Operations Specifications

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

**HQ Control: 02/10/98
HQ Revision: 02b**

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

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

MidContinent Airlines Winter Operations Manual
HOT (Hold Over Time) EFB Application
Aircraft Operating Manuals
MidContinent Airlines Flight Operations Manual

-
1. The Certificate Holder applies for the Operations in this paragraph.
 2. Support Information Reference:
 3. These Operations Specifications are Approved by the Administrator

DIGITALLY FAA SIGNED. 05/29/19 10:17:16 AM

Shmoe, Joe A.
Principal Operations Inspector

4. Date Approval is Effective: 05/29/19 Amendment Number: Original
5. I hereby receive the Operations Specifications in this paragraph.

**DIGITALLY INDUSTRY SIGNED. 05/29/19 05:45:11
AM**

Snow, Douglas K.
Director, System Operations Control

Date: 5/29/2019

A025. Electronic Signatures, Recordkeeping, and Manual Systems

**HQ Control 01/24/03
HQ Revision 01d**

a. The certificate holder is authorized to use the approved computer-based recordkeeping system, described and/or referenced in this paragraph.

(1) The following approved computer-based recordkeeping systems comply with the applicable FARs as indicated:

(a) MidContinent Airlines FAA Approved Computer Based Recordkeeping systems as described in the MidContinent Airlines Flight Operations Training Manual (FOTM), Computer Systems, Crew Scheduling Monitor is approved for storage of Pilot Flight and Duty Times, and Flight Attendant Duty Times.

(b) Cockpit Access Security System as described in Operations Specifications A048.

(c) Dispatcher Electronic Signature as described in MidContinent Airlines Flight Operations Manual, Chapter 7 – Dispatching Procedures.

(2) The authorizations listed above are subject to the following conditions:

(a) The certificate holder shall describe each record keeping system and identify to the Principal Operations Inspector (POI) where this description is located. Each record keeping system must include a current list of effective pages and place an effective date on each page.

(b) The certificate holder shall submit any proposed changes, with the appropriate description, to the POI.

(c) Fifteen (15) days after receipt of the proposed change by the POI, the certificate holder may insert the change into the manual and implement the new procedures, unless notified by the POI that the proposed changes are unacceptable.

b. The certificate holder is authorized to use an electronic flight bag as described and/or referenced in this paragraph:

N/A

Operations Specifications

-
1. The Certificate Holder applies for the Operations in this paragraph.
 2. Support Operations Reference:
 3. These Operations Specifications are Approved by the Administrator

DIGITALLY FAA SIGNED. 05/29/19 10:17:41 AM

Shmoe, Joe A.
Principal Operations Inspector

4. Date Approval is Effective: 05/29/19 Amendment Number: Original
5. I hereby receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED. 05/29/19 05:51:14
AM

Snow, Douglas K.
Director, System Operations Control

Date: 5/29/2019

The certificate holder is authorized to conduct Land and Hold Short Operations (LAHSO) at designated airports and specified runway configurations as identified by Air Traffic Services.

a. Landing Distance Computations.

- (1) Landing distance will be the FAA-approved Aircraft Flight Manual (AFM) distance plus 1,000 feet for the configuration, environment, and the weight actually used for landing. In no cases shall LAHSO be conducted to a runway distance less than specified for an aircraft type as identified in FAA Order 7110.118, Appendix 1.
- (2) The AFM distance is that determined in accordance with the appropriate Title 14 of the Code of Federal Regulations Sections 23.75, 25.125, and 121.195, and Part 135 Subpart I.

b. Limitations and Provisions.

- (1) LAHSO on wet runways is prohibited.
- (2) LAHSO will not be authorized to a runway that does not have visual or electronic vertical guidance.
 - (a) LAHSO weather minima requires a prevailing weather condition consisting of:
 - (i) a ceiling of no less than 1,500 feet and
 - (ii) a visibility of no less than 5 statute miles.
 - (b) LAHSO weather minima may be lowered to a ceiling of no less than 1,000 feet and a visibility of no less than 3 statute miles where a Precision Approach Path Indicator (PAPI) or Visual Approach Slope Indicator (VASI) is installed and operational.
 - (c) At locations where a rejected landing procedure is published, the ceiling and visibility minima will be established in local flying directives and published.
- (3) LAHSO is not authorized if windshear has been reported within the previous 20 minutes prior to the LAHSO clearance being issued.
- (4) The tailwind on the hold short runway shall be calm (less than 3kts).
- (5) Night LAHSO will be conducted only where an approved FAA lighting configuration for LAHSO is installed.

Operations Specifications

c. Special Procedures.

(1) MidContinent Airlines Flight Operations Manual, Jeppesen Route Manual

-
1. The Certificate Holder applies for the Operations in this paragraph.
 2. Support Information Reference:
 3. These Operations Specifications are Approved by the Administrator

DIGITALLY FAA SIGNED. 05/29/19 10:18:15 AM

Shmoe, Joe A.
Principal Operations Inspector

4. Date Approval is Effective: 05/29/19 Amendment Number: Original
5. I hereby receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED. 05/29/19 05:54:38
AM

Collier, Michael
VP – Operations

Date: 5/29/2019

Operations Specifications

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

**HQ Control 12/03/13
HQ Revision 040**

- a. The certificate holder is authorized to conduct supplemental operations within the areas of en route operations specified in paragraph B050 of these operations specifications.
- b. The certificate holder may conduct supplemental operations between the regular, provisional and re-fueling airports listed in paragraph C070 of these operations specifications in accordance with the regulations applicable to domestic operations or flag operations as appropriate to the kind of operation being conducted.
- c. The certificate holder may also conduct supplemental operations between the airports listed in paragraph C070 of these operations specifications in accordance with the regulations applicable to supplemental operations.
- d. When conducting Part 121 passenger-carrying operations, the certificate holder must comply with the flight and duty requirements of 14 CFR Part 117 for all flights, regardless of whether the kind of operation is domestic, flag or supplemental.

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

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Shmoe, Joe A.
Principal Operations Inspector

3. Date Approval is Effective: 05/29/19 Amendment Number: Original
4. I hereby accept and receive the Operations Specifications in this paragraph.

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AM

Snow, Douglas K.
Director, System Operations Control

Date: 5/29/2019

Operations Specifications

A034 Advanced Qualification Program

**HQ Control 05/01/06
HQ Revision 00a**

- a. The certificate holder is authorized to conduct operations of an Advanced Qualification Program (AQP) under Title 14 of the Code of Federal Regulations (14 CFR) Part 121, Subpart Y, §121.901-121.925 in accordance with the following provisions
- b. The certificate holder is authorized to conduct operations under an AQP with the following indoctrination curriculum:

Table 1

Indoctrination Curriculum	
Initial Approval Date	Final Approval Date
7/31/2011	7/10/2012

- c. The certificate holder is authorized to conduct operations in accordance with the following aircraft fleets and AQP curricula:

Table 2

Aircraft M/M/S	Qualification Curriculum Dates		Continuing Qualification Dates		Instructor Evaluator Dates		Comments Inflight Training
	Initial	Final	Initial	Final	Initial	Final	
B737-800	01/01/1999	02/14/2001	01/01/1999	02/14/2001	01/01/1999	02/14/2001	N/A
B777-200	05/01/2013	01/01/2014	05/01/2013	01/01/2014	05/01/2013	01/01/2014	N/A
B787-8	02/01/2017	05/01/2018	02/01/2017	05/01/2018	02/01/2017	05/01/2018	N/A
B787/9	02/01/2017	05/01/2018	02/01/2017	05/01/2018	02/01/2017	05/01/2018	N/A

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

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Shmoe, Joe A.
Principal Operations Inspector

- 3. Date Approval is Effective: 05/29/19 Amendment Number: Original
- 4. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED. 05/29/19 05:59:38
AM

Snow, Douglas K.
Director, System Operations Control

Date: 5/29/2019

A048 Verification of Personnel for Access to Flight Deck

**HQ Control: 07/26/11
HQ Revision: 01b**

- a. The certificate holder is authorized to allow persons eligible under 14 CFR Section 121.547(a)(3) access to the flightdeck using the Cockpit Access Security System (CASS) program and/or the Flight Standards Flightdeck Access Restriction (FDAR) program in accordance with the limitations and provisions of this operations specification.
- b. Description of Policies and Procedures and Approved Program(s). The applicable approved flightdeck access eligibility program(s), i.e., CASS, FDAR, or CASS/FDAR and the location in the certificate holder's manual where the approved applicable policies and procedures are described must be listed in Table 1 of this operations specification.

TABLE 1 – Approved CASS and/or FDAR Program

Approved CASS or FDAR Program	Location in Manual of Applicable Policies and Procedures
CASS	MidContinent Airlines Flight Operations Policy and Procedures Manual (not provided).

- c. Other Limitations and Provisions
 - (1) Granting Access to the Flight Deck. At check-in time, the certificate holder must verify the identity and eligibility of the person requesting access to the flightdeck using the applicable program policies and procedures approved in subparagraph b of this operation specification.
 - (a) The person requesting access must provide to the certificate holder the following identification items for granting access to the flightdeck:
 - (i) Part 119-certificated employer-issued (in accordance with TSR Part 1544) photo identification card, and
 - (ii) Current Official Passport.
 - (b) The certificate holder must verify the requester's
 - (i) Official Passport number, and
 - (ii) Official Passport expiration date.
 - (2) Audits and Status Changes. The Director of Operations must ensure the following is available to the POI upon request:
 - (a) Completion of an initial audit to confirm accuracy of employee records used under this operations specification.
 - (b) Completion of recurring audits to confirm accuracy of employee records used under this operations specification at least once each six months.

Operations Specifications

- (c) Any and all employee status changes of the employee records used in accordance with this authorization must be updated within 24 hours of the time that the change in status occurred.

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 2. Support Information Reference:
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Shmoe, Joe A.
Principal Operations Inspector

4. Date Approval is Effective: 05/29/19 Amendment Number: Original
5. I hereby accept and receive the Operations Specifications in this paragraph.

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PM

Snow, Douglas K.
Director, System Operations Control

Date: 5/29/2019

Operations Specifications

A055. Carriage of Hazardous Material (HazMat)

HQ Control: 05/27/09

HQ Revision: 01a

- a. The certificate holder is authorized by the Federal Aviation Administration to accept, handle, and carry materials regulated as Hazardous Materials (HazMat) including hazardous COMAT (company hazmat material), in accordance with 49 CFR parts 171 through 180 and 14 CFR part 121, subpart Z and Appendix O or part 135 subpart K, as applicable.
- b. The certificate holder that conducts operations outside of the United States certifies that it complies with the HazMat training standards established by the International Civil Aviation Organization (ICAO) and International Air Transport Association (IATA) for the safe transport of dangerous goods by air.
- c. The certificate holder must notify its repair stations regulated by 49 CFR parts 171 through 180 of its Will Carry status.

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support Information Reference: Add B747-400F limitation.
3. These Operations Specifications are Approved by direction of the Administrator

DIGITALLY FAA SIGNED. 05/29/19 10:19:52 AM

Shmoe, Joe A.
Principal Operations Inspector

4. Date Approval is Effective: 05/29/19 Amendment Number: 1
5. I hereby accept receive the Operations Specifications in this paragraph.

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Snow, Douglas K
Director, Systems Operations Control

Date: 5/29/2019

A056. Data Link Communications

HQ Control: 11/16/01
HQ Revision: 00a

The certificate holder is authorized to conduct en route controller-pilot data link communications (CPDLC) in accordance with the limitations and provisions of this operations specification.

- a. Authorized Aircraft and Equipment for Data Link Communications. The certificate holder is authorized to conduct data link communications using the following aircraft and FAA-certified data link communication systems:

Table 1 – Authorized Aircraft and Equipment for Data Link Communications

Aircraft M/M/S	Data Link System			Subnetworks	CSP	RCP	RSP	Limitations
	Manufacturer	Model	INTEROP Designator					
B737-800	Rockwell Collins	CMU900-151 Core-12 with VHF-920 or VHF-2100	FANS 1/A (+) with push to load	VDL M2 TSO-C160	Rockwell Collins/A RINC, SITA	N/A	N/A	N/A
B777-200	Honeywell	AIMS FMCS ADIRU with Collins VHF-900B	FANS 1/A (+) with push to load	VDL M0/A, SATCOM Inmarsat	Rockwell Collins/A RINC, SITA	RCP 240	RSP 180	N/A
B787-8	Rockwell Collins	SAT-2100 VDL Mode 2	FANS 1/A (+) with push to load, ATN B1	VDL M2 TSO-C160a or later, HFDL, SATCOM Inmarsat	Rockwell Collins/A RINC, SITA	RCP 240	RSP 180	N/A
B787-9	Rockwell Collins	SAT-2100 VDL Mode 2	FANS 1/A (+) with push to load, ATN B1	VDL M2 TSO-C160a or later, HFDL, SATCOM Inmarsat	Rockwell Collins/A RINC, SITA	RCP 240	RSP 180	N/A

- b. The certificate holder must ensure the aircraft's subnetwork communication coverage capability is adequate for the route to be flown. For adequate coverage, the certificate holder may have to adjust their aircraft's media management parameters (e.g. where the system automatically switches from Very High Frequency Data Link (VDL) to satellite communications (SATCOM)).
- c. Communication Service Provider(s) (CSP). The certificate holder must ensure their CSP meets the specifications in Table 1. Agreements with the CSP must include:
- (1) Failure notification;
 - (2) CSP performance allocations associated with the Required Communication Performance (RCP) and Required Surveillance Performance (RSP) in Table 1;
 - (3) Recording data link messages;
 - (4) CSP Integrity; and
 - (5) Adequate subnetwork coverage for the route of flight.

Operations Specifications

- d. Performance Monitoring and Reporting. The certificate holder must incorporate a performance monitoring and problem reporting process as part of their normal operations.
- e. Limitations and Provisions. The certificate holder must conduct all data link operations in accordance with the following limitations and provisions:

(1) Voice Monitoring. Voice communications must be continually monitored.

(2) U.S. Domestic En Route. For U.S. domestic en route operations, VDL Mode 2 (M2) is required. The VDL M2 requirements include a tunable radio approved to Technical Standard Order (TSO)-C160a, Very High Frequency (VHF) Digital Link (VDL) Mode 2 Communications Equipment, in lieu of TSO-C160. If not equipped with VDL M2, the certificate holder must use an FAA-approved alternate means of compliance in coordination with their CSP(s). Avionics systems must have “push to load” capability in the navigation system whenever a routing change (e.g., uplink message (UM)79, UM80, and UM83) is received.

1. The Certificate Holder applies for the Operations in this Paragraph
2. Support Information Reference: Delete B757-300 and B747-400F subfleets.
3. These Operations Specifications are Approved by direction of the Administrator

DIGITALLY FAA SIGNED. 05/29/19 10:20:30 AM

Shmoe, Joe A.
Principal Operations Inspector

4. Date Approval is Effective: 05/29/19 Amendment Number: 3
5. I hereby accept and receive the Operations Specifications in this paragraph.

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PM

Collier, Michael
VP – Operations

Date: 5/29/2019

Operations Specifications

A099 Large Cabin Aircraft Passenger and Baggage Weight Program

HQ Control: 01/12/10

HQ Revision: 01a

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

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

Type of Operation	M/F Ratio	Passenger Weight			Carry-On Personal Item Weight			Checked Baggage Weight			Heavy Baggage Weight		
		Auth.	S/W Wt	Exp. Yr/Mo.	Auth.	S/W Wt	Exp. Yr/Mo.	Auth.	S/W Wt	Exp. Yr/Mo.	Auth.	S/W Wt	Exp. Yr/Mo.
Domestic Flag Supplemental/Charter	50/50	AC Standard Average	190/195	N/A	AC Standard Average	16	NA	AC Standard Average	30	NA	AC Standard Average	60	NA

b. Limitations and Provisions:

- (1) Survey-derived average weights must be re-validated every 36 calendar months from the date the survey was completed. The survey expiration date must be entered in Table 1 and/or Table 2, as applicable. If survey weights are not being used, enter N/A in each expiration cell in Table 1 and/or Table 2, as applicable.
- (2) For actual weights listed in Table 1 and/or Table 2, as applicable, the certificate holder must use:
 - (a) Actual weights of all passengers and bags; or
 - (b) Solicited (“asked”) passenger weight plus 10 pounds, and actual weight of bags.
- (3) The certificate holder may not use a No Carry-On Baggage program for its large cabin aircraft.

Operations Specifications

- (4) Certificate holders that only use the standard Advisory Circular 120-27 (as revised) average weights listed in Table 1 and/or Table 2, as applicable, and allow carry-on bags onboard the aircraft, must comply with the following criteria:
- (a) a 50/50 male/female ratio for summer/winter passenger weights 190/195 pounds,
 - (b) 16 pounds for carry-on/personal items (included in the average passenger weight),
 - (c) 30 pounds for plane-side loaded bags, and
 - (d) 60 pounds for heavy checked bags
- (5) A Heavy Bag Program is required for all certificate holders using average and/or segmented weights and such programs must meet the following requirements:
- (a) If the Heavy Bag Program uses the standard AC weights, the following applies:
 - (i) Anything over 50 pounds is considered to weigh 60 pounds;
 - (ii) Anything over 100 pounds is shipped as freight (actual weight); and
 - (iii) Requires that the certificate holder validate (survey) the checked, plane-side loaded, and heavy baggage weights if the certificate holder uses standard AC average weights for these items and changes the 50 lb or 100 pound limits specified in 5(a)(i) or 5(a)(ii).
 - (b) If the certificate holder does not have a heavy bag program, the certificate holder must use actual weights for all bags in excess of 50 lb.
 - (c) If actual or AC weights are used, enter N/A in the “expiration cell” in Table 1 and/or Table 2, as applicable, under Heavy Baggage Weight
- c. Operations Specification A096, or one or more of the following operations specifications A097, A098, and/or A099, as applicable, are

Operations Specifications

required for passenger-carrying and all-cargo aircraft.

- d. The certificate holder is authorized to use the area/route-specific weight combinations listed in Table 2 for its large cabin aircraft (71 or more seats). If Table 2 is not applicable, enter N/A in each of its cells:

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

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

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

Table 3 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedure
B737-800	Automated Weight and Balance System	Central Weight and Balance Manual	MCA Engineering Document B738WB
B777-200	Automated Weight and Balance System	Central Weight and Balance Manual	MCA Engineering Document B772WB
B787-8	Automated Weight and Balance System	Central Weight and Balance Manual	MCA Engineering Document B788WB
B787-9	Automated Weight and Balance System	Central Weight and Balance Manual	MCA Engineering Document B789WB

Operations Specifications

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.05/29/19 10:22:31 AM

Shmoe, Joe A.
Principal Operations Inspector

4. Date Approval is Effective: 05/29/19 Amendment Number: 3
5. I hereby accept and receive the Operations Specifications in this paragraph.

DIGITALLY INDUSTRY SIGNED. 05/29/19 06:03:41 AM

Snow, Douglas K.
Director, System Operations Control

Date: 5/29/2019

Operations Specifications

A117. Use of Onboard Flightcrew Member Rest Facilities

HQ Control: 11/27/13
HQ Revision: 000

- a. The certificate holder is authorized to conduct augmented flightcrew operations under Title 14 Code of Federal Regulations (14 CFR) Part 117 using the classification of onboard flightcrew member rest facilities listed in Table 1 of this operations specification.
- b. The certificate holder must comply with the applicable flight duty period (FDP) limitations prescribed in 14 CFR Part 117, § 117.17 and Table C of 14 CFR Part 117 based upon the airplane used (designated by airplane registration and serial number, and M/M/S), the number of flightcrew members assigned to the FDP, the scheduled time of start of the flightcrew member's FDP, and classification of rest facility being used.
- c. Table 1 of this operations specification lists the certificate holder's airplanes having authorized rest facilities for use in augmented flightcrew operations. The class of rest facility and number of sleep surface(s) associated with that class must correspond to the airplane listed in Table 1 by registration and serial number and M/M/S:

Table 1 – Authorized Aircraft and Equipment for Data Link Communications

Airplane Registration Number	Airplane M/M/S	Class of Rest Facility	No. of Sleep Surfaces	Qualification Date
N501MC	B777-200	Rest Facility Class 1	2	12/01/2013
N502MC	B777-200	Rest Facility Class 1	2	12/01/2013
N503MC	B777-200	Rest Facility Class 1	2	12/01/2013
N504MC	B777-200	Rest Facility Class 1	2	12/01/2013
N505MC	B777-200	Rest Facility Class 1	2	12/01/2013
N506MC	B777-200	Rest Facility Class 1	2	12/01/2013
N507MC	B777-200	Rest Facility Class 1	2	12/01/2013
N508MC	B777-200	Rest Facility Class 1	2	12/01/2013
N509MC	B777-200	Rest Facility Class 1	2	12/01/2013
N510MC	B777-200	Rest Facility Class 1	2	12/01/2013
N511MC	B777-200	Rest Facility Class 1	2	12/01/2013
N601MC	B787-8	Rest Facility Class 1	2	01/01/2018
N602MC	B787-8	Rest Facility Class 1	2	01/01/2018
N603MC	B787-8	Rest Facility Class 1	2	01/01/2018
N604MC	B787-8	Rest Facility Class 1	2	01/01/2018
N605MC	B787-8	Rest Facility Class 1	2	01/01/2018
N606MC	B787-8	Rest Facility Class 1	2	01/01/2018
N607MC	B787-8	Rest Facility Class 1	2	01/01/2018
N608MC	B787-8	Rest Facility Class 1	2	01/01/2018
N609MC	B787-8	Rest Facility Class 1	2	01/01/2018
N610MC	B787-8	Rest Facility Class 1	2	01/01/2018
N611MC	B787-8	Rest Facility Class 1	2	01/01/2018
N621MC	B787-9	Rest Facility Class 1	2	01/01/2018
N622MC	B787-9	Rest Facility Class 1	2	01/01/2018
N623MC	B787-9	Rest Facility Class 1	2	01/01/2018
N624MC	B787-9	Rest Facility Class 1	2	01/01/2018
N625MC	B787-9	Rest Facility Class 1	2	01/01/2018
N626MC	B787-9	Rest Facility Class 1	2	01/01/2018
N627MC	B787-9	Rest Facility Class 1	2	01/01/2018
N628MC	B787-9	Rest Facility Class 1	2	01/01/2018
N629MC	B787-9	Rest Facility Class 1	2	01/01/2018
N630MC	B787-9	Rest Facility Class 1	2	01/01/2018
N631MC	B787-9	Rest Facility Class 1	2	01/01/2018

Operations Specifications

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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Shmoe, Joe A.
Principal Operations Inspector

4. Date Approval is Effective: 05/29/19 Amendment Number: 3
5. I hereby accept and receive the Operations Specifications in this paragraph.

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PM

Collier, Michael
VP – Operations

Date: 5/29/2019

A317. Acceptance of a Fatigue Risk Management Plan

HQ Control: 01/10/11
HQ Revision: 000

- a. In accordance with the Airline Safety and Federal Aviation Administration (FAA) Extension Act of 2010 (Public Law 111-216), Section 212, each air carrier conducting operations under 14 CFR Part 121 shall submit a Fatigue Risk Management Plan (FRMP) to the Administrator for review and acceptance. The issuance of this operations specification requires AFS-200 approval and signifies the FAA has reviewed the certificate holder's FRMP, determined it meets the requirements prescribed in Public Law 111-216, and it is acceptable to the FAA. The FAA authorizes the use of the FRMP, under the following limitations and conditions outlined in this operations specification.
- b. The certificate holder is responsible for developing, maintaining, implementing, and complying with the contents of its FAA-accepted FRMP.
- c. Whenever the certificate holder's type of operations change, the certificate holder shall be responsible for updating, and submitting its FRMP for FAA review reflecting its appropriate fatigue management and mitigation strategies based upon the new type of operations. For the purposes of this operations specification, types of operations include, but are not limited to, multiple segments, continuous duty overnights, night vs. day operations, cargo vs. passenger operations, and short-haul vs. long-haul operations, etc.
- d. The duration of this FRMP shall not exceed 24-calendar months from the date of issuance and will expire on: 02/28/2021.
- e. The certificate holder shall be responsible for updating and submitting a draft FRMP to the FAA for review and acceptance at least once every 24-calendar months.
- f. The certificate holder shall develop and maintain a system for keeping its FRMP current. The certificate holder shall develop and maintain a system for revising its FRMP as a result of any amendment to a document that supports its FRMP and references that policy or procedure in its FRMP.
- g. The certificate holder shall be responsible for amending and updating its FRMP whenever the Administrator determines such amendments are necessary. Upon completion of such amendments, the certificate holder shall submit its updated FRMP to the FAA for review and acceptance as soon as possible.
- h. A current copy of the certificate holder's FRMP must be made available to each of its flightcrew members, schedulers, dispatchers, persons holding operational control, and senior level management personnel.
- i. The certificate holder shall comply with the flight time and duty period limitations outlined in its FRMP.
- j. FRMP Chapter 3 The certificate holder shall comply with the rest scheme outlined in its FRMP.
- k. The certificate holder shall comply with its FRMP fatigue reporting policies and procedures for providing its flightcrew members a means to report fatigue occurrences.

- l. The training requirements outlined in the certificate holder's FRMP must be incorporated into its operator-specific ground training curriculum. The frequency of this training shall be every twelve (12) calendar months, unless otherwise required by the certificate holder's operations specifications. At a minimum, the Fatigue Education and Awareness Training program must include the following:
 - (1) Review of FAA flight, duty and rest regulatory requirements.
 - (2) Awareness of the FRMP program itself, including fatigue related policies and procedures, and the responsibilities of management and employees to mitigate or manage the effects of fatigue and improve flightcrew member flight deck alertness.
 - (3) The basics of fatigue, including sleep fundamentals and circadian rhythms.
 - (4) The causes and awareness of fatigue.
 - (5) The effects of operating through multiple time zones.
 - (6) The effects of fatigue relative to pilot performance.
 - (7) Fatigue countermeasures, prevention, and mitigation.
 - (8) The influence of lifestyle, including nutrition, exercise, and family life, on fatigue.
 - (9) Familiarity with sleep disorders.
 - (10) The effects of fatigue as a result of commuting.
 - (11) Pilot responsibility for ensuring adequate rest and fitness for duty.
 - (12) Operational procedures to follow when one identifies, or suspects, fatigue risk in oneself or others.
 - (13) Incorporate lessons learned regarding the effects of fatigue and mitigation initiatives relative to the certificate holder's operations.
- m. The certificate holder must use a methodology that continually assesses the effectiveness of the training program.
- n. The certificate holder shall comply with its FRMP fatigue incident reporting process.
- o. The certificate holder shall comply with its system for monitoring flightcrew member fatigue.
- p. The certificate holder shall comply with its systematic process for evaluating the effectiveness of its FRMP.
- q. The certificate holder shall appropriately act upon relevant data collected from flightcrew member fatigue reports to shape its FRMP policies and procedures, and use the data to evaluate the effectiveness of its FRMP.

Operations Specifications

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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Shmoe, Joe A.
Principal Operations Inspector

4. Date Approval is Effective: 05/29/19 Amendment Number: 3
5. I hereby accept and receive the Operations Specifications in this paragraph.

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PM

Collier, Michael
VP – Operations

Date: 5/29/2019

A447. Emergency Airworthiness Directives (AD) Notification

**HQ Control: 09/29/16
HQ Revision: 010**

- a. For each aircraft identified in paragraph D085 of these operations specifications, the certificate holder is primarily responsible for maintaining that aircraft in an airworthy condition, as required by 14 CFR Part 91, § 91.403(a). Operations specification A447 establishes the certificate holder's emergency Airworthiness Directive (AD) notification and receipt requirements for transport category aircraft.
- b. The FAA Aircraft Certification Service (AIR) distributes emergency ADs that affect transport category aircraft by email. The following person/organization is designated as the certificate holder's AD Notification Representative for notice of emergency ADs:

Table 1 – Designated Person/Organization for Emergency AD Notification

Person/Organization Name	Phone Number (24-Hr if Possible)	Emergency AD Email Address
Maintenance Operations Control (MOC)	800-555-1212	MOC@midconair.net

- c. The certificate holder will confirm receipt of an emergency AD by replying to the email message.
- d. To maintain the currency of this operations specification, if any of the information contained in Table 1 above changes, the certificate holder must amend the operations specification in accordance with 14 CFR Part 119, § 119.51(c).

1. The Certificate Holder applies for the Operations in this Paragraph.
2. Support Information Reference:
3. These Operations Specifications are Approved by direction of the Administrator

DIGITALLY FAA SIGNED. 05/29/19 10:24:08 AM

Shmoe, Joe A.
Principal Operations Inspector

4. Date Approval is Effective: 05/29/19 Amendment Number: Original
5. I hereby accept and receive the Operations Specifications in this paragraph.

**DIGITALLY INDUSTRY SIGNED, 05/29/19 08:49:30
PM**

Snow, Douglas K.
Director, System Operations Control

Date: 5/29/2019