TransNorthern Aviation Operations Specifications

Date: January 27, 2026 **Revision #:** 3

Changes this Revision

- A002 – Mandatory FAA Revision Updated Definitions
- A041 – Mandatory FAA Format Change

Effective Date	Ops Spec	Title	Status
1/27/2026	A 002	Definitions and Abbreviations	Active - FAA & Ind.
1/27/2026	A 041	Authorization for 14 CFR Part 135 Airplane Operators to Conduct a Pretakeoff Contamination Check	Active - FAA & Ind.
9/5/2025	A 001	Issuance and Applicability	Active - FAA & Ind.
9/5/2025	A 999	ICAO-Compliant Air Operator Certificate	Active - FAA & Ind.
8/29/2025	A 006	Management Personnel	Active - FAA & Ind.
8/29/2025	A 007	Other Designated Persons	Active - FAA & Ind.
8/25/2025	C 055	Alternate Airport IFR Weather Minimums	Active - FAA & Ind.
8/25/2025	C 081	Special Instrument and RNAV Visual Flight Procedures	Active - FAA & Ind.
6/26/2025	A 003	Aircraft Authorization	Active - FAA
6/26/2025	A 096	Actual Weight Program For All Aircraft	Active - FAA
6/25/2025	D 085	Aircraft Listing	Active - FAA
6/25/2025	D 101	Additional Maintenance Requirements - Aircraft Engine, Propeller, and Propeller Control (Governor)	Active - FAA
6/5/2025	B 034	IFR Class I Terminal and En Route Navigation Using Area Navigation Systems	Active - FAA & Ind.
6/5/2025	B 035	Class I Navigation in the U.S. Class A Airspace using Area or Long-Range Navigation Systems	Active - FAA & Ind.
6/5/2025	C 063	Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations	Active - FAA & Ind.
6/4/2025	A 004	Summary of Special Authorizations and Limitations	Active - FAA & Ind.
6/4/2025	A 029	Aircraft Interchange Agreements	Active - FAA & Ind.
6/4/2025	C 075	Category I IFR Landing Minimums - Circle-to-Land Approach Maneuver	Active - FAA & Ind.
5/23/2025	A 015	Autopilot in Lieu of Required Second-in-Command	Active - FAA & Ind.
5/23/2025	D 104	Additional Maintenance Requirements - Emergency Equipment	Active - FAA & Ind.
5/23/2025	E 096	Aircraft Weighing	Active - FAA & Ind.
5/22/2025	D 072	Aircraft Maintenance - Continuous Airworthiness Maintenance Program (CAMP) Authorization	Active - FAA & Ind.
5/5/2025	D 089	Maintenance Time Limitations	Active - FAA & Ind.
4/25/2025	D 106	Aircraft in Long-Term Maintenance or Storage	Active - FAA & Ind.
10/9/2024	D 095	Minimum Equipment List (MEL) Authorization	Active - FAA & Ind.
12/27/2023	A 055	Carriage of Hazardous Materials (HazMat)	Active - FAA & Ind.
8/24/2023	D 084	Special Flight Permit with Continuous Authorization to Conduct Ferry Flights	Active - FAA & Ind.
2/19/2021	A 008	Operational Control	Active - FAA & Ind.
2/19/2021	A 010	Aviation Weather Information	Active - FAA & Ind.
2/19/2021	C 052	Straight-in Non-Precision, APV, and Category I Precision Approach and Landing Minima – All Airports	Active - FAA & Ind.
12/14/2017	C 054	Special Limitations and Provisions for Instrument Approach Procedures and Instrument Flight Rules Landing Minimums	Active - FAA & Ind.
12/14/2017	C 076	Category I IFR Landing Minimums - Contact Approaches	Active - FAA & Ind.
9/8/2016	D 073	Approved Aircraft Inspection Program (AAIP)	Active - FAA & Ind.
7/23/2013	A 009	Airport Aeronautical Data	Active - FAA & Ind.
7/23/2013	A 014	Special En Route IFR Operations in Class G Airspace	Active - FAA & Ind.
7/23/2013	A 449	Antidrug and Alcohol Misuse Prevention Program	Active - FAA & Ind.
7/23/2013	B 031	Areas of En Route Operation	Active - FAA & Ind.
7/23/2013	B 032	En Route Limitations and Provisions	Active - FAA & Ind.
7/23/2013	B 050	Authorized Areas of En Route Operations, Limitations, and Provisions	Active - FAA & Ind.
7/23/2013	C 051	Terminal Instrument Procedures	Active - FAA & Ind.
7/23/2013	C 057	IFR Takeoff Minimums, 14 CFR Part 135 Airplane Operations - All Airports	Active - FAA & Ind.
7/23/2013	C 064	Terminal Area IFR Operations in Class G Airspace and at Airports	Active - FAA & Ind.

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Part A

A001 . Issuance and Applicability

HQ Control: 09/26/2023
HQ Revision: 030

a. These operations specifications are issued to TransNorthern LLC, whose principal base of operation is located at:

Primary Business Address:
3350 Old International Airport Road
Anchorage, Alaska 99502

Mailing Address:
3350 Old International Airport Road
Anchorage, Alaska 99502

The holder of these operations specifications is the holder of Air Carrier Certificate Number TN8A405Y and shall hereafter be referred to as the certificate holder. The certificate holder is authorized to conduct:

Commuter/On Demand	operations in	Common	carriage pursuant to Title 14 Code of Federal Regulations (CFR) Section	119.21(a)(4) and (5) - Commuter and On-Demand	and provided, at all times, the certificate holder has appropriate written economic authority issued by the Department of Transportation.

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

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

c. The certificate holder is authorized to conduct the operations described in subparagraph a under the following other business names:

TransNorthern Aviation
Aleutian Air
Dena'ina Air

d. The certificate holder is authorized to conduct flights under 14 CFR Part 91 for crewmember training, maintenance tests, ferrying, repositioning, and the carriage of company officials using the applicable authorizations in these operations specifications, without obtaining a Letter of Authorization (LOA), provided the flight does not involve the carriage of persons or property for compensation or hire.

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

Digitally signed by Howery, James, Principal Operations Inspector (AL03)
[1] EFFECTIVE DATE: 9/5/2025,
[2] AMENDMENT #: 16
DATE: 2025.09.05 12:46:22 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.
   Digitally signed by LARSON, ALAN on behalf of Larson, Alan, Industry Consultant
   [1] SUPPORT INFO: Updated certificate type
   DATE: 2025.09.04 15:47:57 -05:00

A002. Definitions and Abbreviations

HQ Control: 12/29/2025
HQ Revision: 11g

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

Term or Terms	Definition
Agent(s)	The significance of the words "agent" and "agents" as used in these operations specifications is that the certificate holder is the principal and that the certificate holder is accountable and liable for the acts or omissions of each of its agent or agents.
Air Ambulance Aircraft	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.

Term or Terms	Definition
Air Ambulance Operations	Holding out to the public as willing to provide air transportation to a person with a health condition that requires medical personnel including, but not limited to, advertising, solicitation, or association with a hospital or medical care provider in the following aircraft: (1) Airplanes. Air ambulance operation of an airplane includes: (a) Unscheduled air transportation in an airplane of a person(s) with a health condition that requires: i. Medical personnel to provide special care, including, but not limited to, basic life support (BLS) or advanced life support (ALS); and ii. Medical equipment necessary to support the level of care required for the patient(s), such as medical oxygen, suction, and/or a stretcher, isolette, or other approved patient restraint/containment device as determined by a health care provider. (2) Helicopters and Powered-Lift. A flight or sequence of flights with a patient or medical personnel on board for the purpose of medical transportation conducted by a part 135 certificate holder authorized by the Administrator to conduct air ambulance operations. A helicopter or powered-lift air ambulance operation includes, but is not limited to: (a) Flights conducted to position the air ambulance at a site where medical personnel, a patient, donor organ, or human tissue will be picked up. (b) Flights conducted to reposition an air ambulance after completing transportation of the medical personnel, patient, donor organ, or human tissue transport. (c) Flights initiated for the transport of a patient, donor organ, or human tissue that are terminated due to weather or other reasons. (Refer to §§ 135.601 and 194.306(mmm).)
Airways Navigation Facilities	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 (ATC) and Class I navigation within that airspace.
Approved Unit Load Device (ULD) Cargo	Cargo loaded into a ULD, as defined by National Aerospace Standard (NAS) 3610, SAE Aerospace Standard (AS) 36100, Technical Standard Order (TSO)-C90, or other approval standards, that is approved for carriage within the airplane as specified in the Airplane Flight Manual (AFM)/Weight and Balance Manual (WBM) approved by the type certificate or supplemental type certificate.
Authority	A power that a person is vested with.
Auto Flight Guidance System (AFGS)	Aircraft systems, such as an autopilot, autothrottles, displays, and controls, that are interconnected in such a manner 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.

Term or Terms	Definition
Automatic Dependent Surveillance (ADS)	A function for use by air traffic services in which the ADS equipment in the aircraft automatically transmits data derived from onboard 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).
Automatic Dependent Surveillance-Broadcast (ADS-B)	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.
Available Landing Distance (ALD)	ALD is that portion of a runway available for landing and rollout for aircraft cleared for land and hold short operations (LAHSO). This distance is measured from the landing threshold to the hold-short point.
Bulk Cargo	Cargo usually transported as individual pieces and loaded into a compartment approved for bulk cargo by the Airplane Flight Manual (AFM)/Weight and Balance Manual (WBM) that is approved by the type certificate or supplemental type certificate. These items are generally loaded planeside and loaded directly into the bulk compartment.
Cargo	Any property carried on an aircraft other than mail, stores, and accompanied or mishandled baggage.
Category I Instrument Approach	A Category I instrument approach is any authorized precision or nonprecision instrument approach which is conducted with a minimum height for IFR flights 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, or powered-lift operating in the vertical-lift flight mode, 1/4 statute mile or RVR 1600).
Certificate Holder	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.

Term or Terms	Definition
Class I Navigation	Class I navigation is any en route flight operation or portion of an operation that is conducted entirely within the designated Operational Service Volumes (or ICAO equivalents) of ICAO standard airway navigation facilities (VOR, VOR/DME, NDB). Class I navigation also includes en route flight operations over routes designated with an "MEA Gap" (or ICAO equivalent). En route flight operations conducted within these areas are defined as "Class I navigation" operations irrespective of the navigation means used. Class I navigation includes operations within these areas using pilotage or any other means of navigation which does not rely on the use of VOR, VOR/DME, or NDB.
Class II Navigation	Class II navigation is any en route flight operation which is not defined as Class I navigation. Class II navigation is any en route flight operation or portion of an en route operation (irrespective of the means of navigation) which takes place outside (beyond) the designated Operational Service Volume (or ICAO equivalents) of ICAO standard airway navigation facilities (VOR, VOR/DME, NDB). However, Class II navigation does not include en route flight operations over routes designated with an "MEA Gap" (or ICAO equivalent).
Cockpit Display of Traffic Information (CDTI)	A CDTI is a generic display that provides a flightcrew with surveillance information about other aircraft including their position. Traffic information for a CDTI may be obtained from one or multiple sources (including ADS-B, TCAS, and traffic information services) to provide improved awareness of proximate aircraft and as an aid to visual acquisition as part of the normal see and avoid operations both in the air and on the ground.
Decision Altitude (Height) (DA(H))	DA(H) is a specified minimum altitude in an instrument approach procedure by which a missed approach must be initiated if the required visual reference to continue the approach has not been established. The ‘altitude’ value is typically measured by a barometric altimeter; the ‘height’ value (H) is typically a radio altitude equivalent height above the touchdown zone (HAT) used only for advisory reference and does not necessarily reflect actual height above underlying terrain. [This definition is consistent with both current U.S. operator usage and ICAO international agreements.]
Dual-Certificated Noise Compliance	For purposes of noise compliance rules, dual-certificated airplanes are those that are certificated to operate in either a Stage 2 or Stage 3 configuration. The only airplanes dual certificated by the FAA were certain Boeing 747s, -300 series or earlier. For noise compliance purposes, these airplanes are considered Stage 2 unless the operator gets a supplemental type certificate to make the airplane Stage 3 only, or unless the operator voluntarily limits the operation to Stage 3 only.
Duty	A task or function a person must do.

Term or Terms	Definition
Fault Detection and Exclusion (FDE)	FDE technology allows onboard GPS equipment to automatically detect a satellite failure that effects navigation and to exclude that satellite from the navigation solution.
Flight Management Systems (FMS)	An integrated system used by flightcrews for flight planning, navigation, performance management, aircraft guidance, and flight progress monitoring.
Free Flight	A safe and efficient flight operating capability under instrument flight rules (IFR) in which the operators have the freedom to select a path and speed in real time. Air traffic restrictions are imposed only to ensure separation, to preclude exceeding airport capacity, to prevent unauthorized flight through special use airspace, and to ensure safety of flight. Restrictions are limited in extent and duration to correct the identified problem. Any activity that removes restrictions represents a move toward Free Flight.
Global Position System (GPS) Landing System (GLS)	GLS is a differential GPS-based landing system providing both vertical and lateral position fixing capability. The term GLS may also be applied to any GNSS-based differentially corrected landing system.
Helicopter Air Ambulance (HAA)	A helicopter that is identified as being capable of air ambulance operations in the certificate holder's operations specifications. It need not be used exclusively as an HAA. HAA-specific equipment need not be permanently installed.
ILS-PRM	Simultaneous close parallel ILS approaches are enabled through the implementation of special precision runway monitoring (PRM) equipment operated by ATC at certain airfields for specific runways, titled in 14 CFR Part 97 as "ILS PRM." ILS PRM approaches are conducted between 4,299 and 3,000 feet parallel runway spacing. Runways 3,400 feet or greater apart utilize two parallel ILS courses, aligned with the runway centerlines (RCL). For runways spaced less than 3,400 feet, one ILS is offset 2.5° to 3.0°.
Imported Airplane Noise Compliance	For purposes of the noise compliance rules, an imported airplane is a Stage 2 airplane of 75,000 pounds or more that was purchased by a U.S. person from a non-U.S. owner on or after November 5, 1990. [Under the nonaddition rule (see 14 CFR Part 91, § 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.]

Term or Terms	Definition
JAA JAR OPS-1	Joint Aviation Authorities (JAA) Joint Aviation Requirements (JAR) operational agreements (OPS). The European JAA adopted common operational guidance for all Member States in order to harmonize the rules within those States. The JAR-OPS-1, is part 1 of the operational agreement and comprises the operational requirements applicable to commercial air transportation fixed wing aircraft.
Lease	A lease is where an aircraft owner transfers possession and use of a specific aircraft to a lessee for a fixed period. In a lease, as opposed to other types of custody/use agreements, the lessee has the right to possess and use the aircraft even if the aircraft owner needs the aircraft returned, assuming the lessee has made timely payments and is properly maintaining the aircraft. In accordance with § 119.53(b), the certificate holder may not wet lease from or enter into any wet leasing arrangement with any person not authorized by the FAA to engage in common carriage operations under 14 CFR Part 121 or 135 (as appropriate), whereby that other person provides an aircraft and at least one crewmember to the certificate holder.
Life Vest, Non Quick-Donning	A non-quick-donning life vest is one which must be removed from its container, placed over the wearer's head, and/or requires additional steps beyond inflation to make it ready to use for its intended purpose.
Life Vest, Quick-Donning	A quick-donning life vest is fastened around a person in a manner which requires the wearer only to pull on a single tab and lift the life vest over the head. At this point the life vest needs only to be inflated to be ready to use for its intended purpose.
Local Flying Area	An area designated by the operator in which air ambulance services will be conducted. Each local flying area should be defined in a manner acceptable to the operator, the local Flight Standards District Office, and the Principal Operations Inspector, taking into account the operating environment, the geographic terrain features, and the capabilities of the aircraft.
Localizer-Type Directional Aid (LDA) PRM	See definition of SOIA.
Major Contract Training	Any flight training, flight testing, or flight checking leading to and maintaining certification and qualification of flightcrew members in accordance with the requirements (maneuvers and procedures) explicitly stated in 14 CFR Part 61, 91K, 121, 135 or 194, as applicable.
Medical Crewmember	A person with medical training who is assigned to provide medical care and other crewmember duties related to the aviation operation during flight.

Term or Terms	Definition
Medical Personnel	Individuals with medical training, including but not limited to flight physicians, flight nurses, or flight paramedics, who are carried aboard air ambulance aircraft during an air ambulance operation in order to provide medical care. (Refer to § 135.601(b)(2) or § 194.306(mmm).)
Minimum Descent Altitude (Height) (MDA(H))	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.]
One-Hour Reliable Fix (1HRF) Operations	Operations over land or over water where a reliable ground-based NAVAID fix is available at least once each hour.
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 co-channel interference. Operational Service Volume includes all of the following: (1) The officially designated Standard Service Volume excluding any portion of the Standard Service Volume which has been restricted. (2) The Expanded Service Volume. (3) Within the United States, any published instrument flight procedure (victor or jet airway, SID, STAR, SIAP, or instrument departure). (4) Outside the United States, any designated signal coverage or published instrument flight procedure equivalent to U.S. standards.
Outsourced Training	Any training, testing, or checking activity which an operator 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.
Polar Area (North)	The north polar area of operations is that area that lies north of latitude N 78º 00'.

Term or Terms	Definition
Powered-Lift Air Ambulance	A powered-lift that is identified as being capable of air ambulance operations in the certificate holder's operations specifications. It need not be used exclusively as an air ambulance. Air ambulance specific equipment need not be permanently installed.
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.
Raw Terrain	Raw terrain is devoid of any person, structure, vehicle, or vessel.
Receiver Autonomous Integrity Monitoring (RAIM)	RAIM is a function that considers the availability of satisfactory signal integrity broadcasted from the particular GPS satellites used during a given flight. Onboard GPS navigators accomplish this automatically as the aircraft proceeds along its route. When insufficient signal integrity is detected, an alarm is provided to the flightcrew. Using the predictive RAIM software, flightcrews and dispatchers know in advance whether or not suitable GPS navigation will be available throughout the flight. This predictive information may also be determined during flight planning by contacting an FAA Flight Service Station.
Reliable Fix or Reliable Ground-Based NAVAID Fix	A "reliable fix" or "reliable ground-based NAVAID fix" means station passage of a VOR, VORTAC, or NDB. A reliable fix also includes a VOR/DME fix, an NDB/DME fix, a VOR intersection, an NDB intersection, and a VOR/NDB intersection provided course guidance is available from one of the facilities, and the fix lies within the designated Operational Service Volumes of any 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 percent 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 (NM) 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.

Term or Terms	Definition
Responsibility	Something a person is accountable for.
RNAV (GPS) PRM	Area Navigation (RNAV) (GPS) PRM approach that may be substituted for an ILS PRM or LDA PRM approach and is procedurally equivalent.
Runway	In these operations specifications, the term "runway" in the case of land airports, water airports, heliports, helipads, and vertiports shall mean that portion of the surface intended for the takeoff and landing of land airplanes, seaplanes, rotorcraft, or powered-lift, as appropriate.
Simultaneous Offset Instrument Approach (SOIA)	This operation comprises one ILS and one LDA with glide slope. The ILS is aligned with its runway, but the LDA serving the second runway is offset (between 2.5° and 3°) from a parallel track. This offset permits simultaneous instrument approach operations to parallel runways spaced less than 3,000 feet apart, but no less than 750 feet. Because of the offset, this operation is also known as an SOIA.
Special Cargo	Cargo that requires special handling and securing/restraining procedures within the limitations specified in the Airplane Flight Manual (AFM)/Weight and Balance Manual (WBM) approved by the type certificate or supplemental type certificate. Special cargo may be enclosed in an approved bulk compartment if the WBM has limitations supporting procedures for securing and restraining the special cargo.
Sustainable Transfer	A sustainable transfer is a transfer of operational control, without any impediment, by a contract, agreement, lease, or other written or verbal arrangement between the owner, lessor, or other entity and any other entity, that restricts any person or entity, from transferring operational control to the certificate holder. Examples of such impediments are lease, mortgage, insurance, management agreements, and other agreements which limit the use of the aircraft to a particular party or purpose other than the certificate holder and its authorized kinds of operation.
VFR Station-Referenced Class I Navigation	VFR station-referenced Class I navigation is any operation conducted within the Operational Service Volumes of ICAO standard navigation aids under visual flight rules (VFR) which uses nonvisual navigation aids (stations), such as VOR, VOR/DME, or NDB as the primary navigation reference. VFR station-referenced Class I navigation includes Class I navigation conducted on-airways and off-airway routings predicated on airways navigation facilities. These operations also include Class I navigation using an Area Navigation (RNAV) system which is certificated for IFR flights over the routes being flown.

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

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

Digitally signed by Howery, James, Principal Operations Inspector (AL03)
[1] EFFECTIVE DATE: 1/27/2026,
[2] AMENDMENT #: 13
DATE: 2026.01.27 15:18:29 -06:00

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

Digitally signed by LARSON, ALAN, Industry Consultant
[1] SUPPORT INFO: "some definition changes in A002"
DATE: 2026.01.27 14:25:15 -06:00

A003 . Aircraft Authorization

HQ Control: 03/10/2011
HQ Revision: 02h

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

M/M/S	Type Section 119	Operation Configuration	Class/Category Operation	En Route	Condition of Flight
BE-18-C45H	119.21(a)(5) - On-Demand	All Cargo	MEL	IFR/VFR	Day/Night
BE-200-200	119.21(a)(5) - On-Demand	PAX and Cargo	MEL	IFR/VFR	Day/Night
BE-200-A200CT	119.21(a)(5) - On-Demand	PAX and Cargo	MEL	IFR/VFR	Day/Night
BE-99-99	119.21(a)(5) - On-Demand	PAX and Cargo	MEL	IFR/VFR	Day/Night
CE-207-T207A	119.21(a)(5) - On-Demand	PAX and Cargo	SEL	VFR	Day/Night
DC-3-R4D8	119.21(a)(5) - On-Demand	PAX and Cargo	MEL	IFR/VFR	Day/Night
DC-3-SUPER	119.21(a)(5) - On-Demand	PAX and Cargo	MEL	IFR/VFR	Day/Night
SA-227-AC	119.21(a)(5) - On-Demand	PAX and Cargo	MEL	IFR/VFR	Day/Night

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

Digitally signed by James M Howery, Principal Operations Inspector (AL03)
[1] EFFECTIVE DATE: 6/26/2025, [2] AMENDMENT #: 26
DATE: 2025.06.26 10:51:37 -05:00

3. I hereby accept and receive the Operations Specifications this 29th day

Alan G. Larson

Digitally signed by Alan G. Larson
DN: C=US, E=Alan@TransNorthern.com, O=TransNorthern Aviation, OU=Operations, CN=Alan G. Larson
Location: Anchorage, AK
Reason: I am approving this document
Contact Info: Alan@TransNorthern.com
Date: 2026.01.29 19:00:59-09'00'

A004 . Summary of Special Authorizations and Limitations **HQ Control: 08/03/2001**
HQ Revision: 000

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

	Reference Paragraphs
Conduct special en route IFR operations in Class G airspace.	A014
Use an autopilot in lieu of a second-in-command.	A015
Use an aircraft interchange agreement under 14 CFR Section 119.49.	A029
Conduct a pretakeoff contamination check during ground icing conditions for Part 135 operators.	A041
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
Issue an International Civil Aviation Organization (ICAO) air operator certificate (AOC) through the Operations Safety System (OPSS).	A999
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
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 IFR area navigation (RNAV 1) and/or RNP 1 instrument departure procedures (DPs): RNAV 1 and/or RNP 1 Standard Terminal Arrivals Routes (STARs) published in accordance with 14 CFR Part 97; and/or tailored arrivals (TA).	C063
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 airplane contact approaches using IFR Category I landing minimums.	C076
Conduct the special Instrument Approach Procedure (IAP), departure procedure, Standard Terminal Arrival (STAR) and RNAV Visual Flight Procedure (RVFP) operations specified in OpSpec C081.	C081
Conduct continuous airworthiness maintenance programs.	D072
Use an approved aircraft inspection program (AAIP).	D073
Conduct ferry flights under special flight permits with continuing authorization.	D084

Use maintenance time limitations for certificate holders subject to a Continuous Airworthiness Maintenance Program D072 authorization, without a reliability program.	D089
Use an FAA-approved Minimum Equipment List (MEL).	D095
Use aircraft with nine or less passenger seats with the additional maintenance requirements of 14 CFR Section 135.421 applicable for aircraft engine, propeller, and propeller control (governor).	D101
Use aircraft with nine or less passenger seats with the additional maintenance requirements of 14 CFR Section 135.421 applicable for emergency equipment.	D104
Suspend its liability insurance for specific aircraft in long-term storage or maintenance.	D106
Use weight and balance control procedures.	E096

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

	Reference Paragraphs
Conduct operations under certain exemptions and/or deviations.	A005
Use an approved carry-on baggage program.	A011
Conduct extended overwater turbojet operations without required emergency equipment.	A013
Use an 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
Conduct helicopter air ambulance operations in accordance with 14 CFR Part 135.	A021
Use an approved exit row seat program.	A022
Determine ground icing conditions for the purpose of flight [using an approved deicing/anti-icing procedure IAW CFR Section 135.227(b)(3)].	A023
Conduct airplane air ambulance operations under 14 CFR Part 135.	A024
Use the electronic signatures, electronic recordkeeping systems, or electronic manual system listed in A025.	A025
Conduct Land and Hold Short Operations (LAHSO) at designated airports and specified runway configurations as identified by Air Traffic Services in Notice 7110.118, Appendix 1.	A027
Conduct aircraft wet lease arrangements.	A028
Make arrangements with training centers and other organizations for certificate holder training in accordance with 14 CFR Section 135.324.	A031
Adopt flight crewmember flight time limitations rules to establish flight attendant duty & flight time limitations & rest restrictions.	A032
Conduct certain CFR Part 135 operations in accordance with flight and rest time limitations under 14 CFR Sections 135.261 through 135.273.	A033
Conduct operations using an approved Advanced Qualification Program in accordance with 14 CFR Part 121, Subpart Y, subsection 121.901 - 121.925.	A034

Conduct commuter and on-demand operations as a basic Part 135 operator IAW the deviation provisions of Section 135.21(a), and 135.341(a).	A037
Conduct on-demand operations as a basic 14 CFR Part 135 operator IAW the deviation provisions of Sections 135.21(a), 119.69(b), and 135.341(a).	A038
Conduct single pilot-in-command operations as a Part 135 operator IAW the deviation provisions of Section 135.21(a), 119.69(b), and 135.341(a).	A039
Conduct operations as a single pilot operator.	A040
Conduct Single Engine IFR (SEIFR) Passenger-Carrying Operations Under CFR Part 135.	A046
Conduct helicopter night vision goggle operations.	A050
Conduct enroute ANVG operations and any additional authorized ANVG operations in accordance with 14 CFR Part 135 and the limitations and provisions of Operations Specification A051.	A051
Conduct data link communications.	A056
Conduct "eligible on-demand operations" as defined in and in accordance with 14 CFR Section 135.4.	A057
Use an Electronic Flight Bag (EFB) in the aircraft as part of an authorized EFB Program.	A061
Use multiengine airplanes or single-engine turbine-powered airplanes under an SIC Professional Development Program (PDP).	A062
Use an approved flightcrew member certificate verification plan in accordance with 14 CFR Part 135, § 135.95(b).	A063
Use any combination of actual, standard average, or survey-derived average weights in its small cabin aircraft.	A097
Use any combination of actual, standard average, or survey-derived average weights for its medium cabin aircraft.	A098
Use any combination of actual, standard average, or survey-derived average weights for its large cabin aircraft.	A099
Use standardized and supporting instructor/check pilot curricula under contract or agreement with 14 CFR Part 142 training centers authorized to offer these curricula in accordance with 14 CFR Part 135, § 135.324.	A131
Conduct Part 135 rotorcraft operations without the radio altimeter equipment required by 14 CFR Part 135, §135.160(a), under a deviation as provided in §135.160(b) and in accordance with the limitations and provisions of LODA A160.	A160
Conduct the Airline Transport Pilot (ATP) Certification Training Program (CTP), required by 14 CFR Part 61, §61.156 for all ATP applicants, subject to the conditions and limitations in OpSpec A304.	A304
Conduct flight operations within the territory and airspace of Iraq in accordance with a grant of exemption from SFAR 77.	A320
Conduct airplane operations using a Liquid Water Equivalent System (LWES).	A323
Allow persons eligible under 14 CFR Section 121.547(a)(3) access to the flightdeck using the CASS program and/or the FDAR program IAW the limitations and provisions of A348.	A348
Conduct In-Trail Procedures (ITP) using Automatic Dependent Surveillance-Broadcast IN (ADS-B IN).	A354

Use ADS-B In equipment and procedure(s) as specified in operations specification A355.	A355
Suspend its liability insurance due to seasonal operations.	A501
Use the air carrier merger and/or acquisition plan.	A502
Conduct the Airline Transport Pilot (ATP) Certification Training Program (CTP), required by 14 CFR Part 61, §61.156 for all ATP applicants, subject to the conditions and limitations in OpSpec A504.	A504
Conduct operations into the Democratic Peoples Republic of Korea (DPRK).	A519
Conduct civil flight operations in the Baghdad Flight Information Region (FIR) (ORBB) at altitudes below Flight Level (FL) 320 under a contract or subcontract, grant, or cooperative agreement with the sponsoring U.S. Government Department, Agency, or Instrumentality.	A530
Conduct flight operations in accordance with SFAR No. 112, 14 CFR Part 91, § 91.1603, in the Tripoli (HLLL) FIR under a contract or subcontract, grant, or cooperative agreement with the sponsoring U.S. Government Entity.	A532
Conduct flight operations in accordance with SFAR No. 107, 14 CFR Part 91, § 91.1613 in the territory and airspace of Somalia at altitudes below FL260 under a contract or subcontract, grant, or cooperative agreement with the sponsoring U.S. Government Entity.	A533
Conduct flight operations in accordance with SFAR No. 114, 14 CFR Part 91, § 91.1609, in the Damascus (OSTT) FIR under a contract or subcontract, grant, or cooperative agreement with the sponsoring U.S. Government Entity.	A535
Conduct flight operations in accordance with SFAR 115, 14 CFR Part 91, § 91.1611, in the specified areas of the Sanaa (OYSC) FIR, under a contract or subcontract, grant, or cooperative agreement with the sponsoring U.S. Government Entity.	A536
Conduct operations using approved driftdown or fuel dumping procedures.	B029
Conduct 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 Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems (M-LRNS).	B036
Conduct operations in Central East Pacific (CEP) airspace.	B037
Conduct operations in North Pacific (NOPAC) airspace.	B038
Conduct operations in North Atlantic High Level Airspace (NAT HLA).	B039
Conduct operations in areas of magnetic unreliability.	B040
Conduct extended overwater operations using a single long-range communication system (S-LRCS).	B045
Conduct operations in reduced vertical separation minimum (RVSM) airspace.	B046
Conduct commercial air tour operations in accordance with 14 CFR Part 136, in the State of Hawaii, below an altitude of 1,500 feet above the surface.	B048
Conduct operations in the Grand Canyon National Park Special Flight Rules Area (GCNP-SFRA).	B049
Conduct Oceanic and Remote Airspace Navigation Using a Single Long-Range Navigation System	B054
Conduct north polar operations.	B055

Conduct commercial air tour operations over certain national park(s) and tribal lands within or abutting those national park(s).	B057
Conduct extended operations (ETOPS) with two-engine airplanes.	B342
Conduct extended operations (ETOPS) in passenger-carrying airplanes with more than two-engines.	B344
Operate into/out of or overfly sensitive international area(s) as identified in B450 in accordance with the authorizations, conditions, and limitations of B050.	B450
Conduct the specified EFVS operations under 14 CFR Part 91, § 91.176, in accordance with the limitations and provisions in C048.	C048
Use a destination airport analysis program.	C049
Conduct foreign terminal instrument procedures with special restrictions for airplanes.	C058
Conduct airplane SA CAT I instrument approach and landing operations.	C059
Conduct CAT II, or CAT II and CAT III instrument approach and landing operations in accordance with operations specification C060.	C060
Use flight control guidance systems for airplane automatic landing operations other than Categories II and III.	C061
Use manually flown flight control guidance systems certified for airplane landing operations.	C062
Use powerplant reversing systems for rearward taxi in specific airplane operations.	C065
Operate airplanes with special airport authorizations, provisions, and limitations.	C067
Conduct noise abatement departure profile operations with its subsonic turbojet-powered airplanes over 75,000 pounds gross takeoff weight.	C068
Conduct scheduled passenger and cargo operations at authorized airports.	C070
Use autopilot minimum use altitudes/heights in accordance with 14 CFR Part 135, § 135.93 and the limitations and provisions of operations specification C071.	C071
Conduct engine-out departure procedures with approved 10-minute takeoff thrust time limits.	C072
Use minimum descent altitude (MDA) as a decision altitude (DA) with vertical navigation (VNAV) on a nonprecision approach (NPA).	C073
Conduct certain Part 135 turbojet operations in the terminal area using visual flight rules.	C077
Conduct 14 CFR Part 135 IFR airplane operations using lower than standard takeoff minima.	C079
Conduct scheduled passenger, special terminal area IFR airplane operations in Class G airspace and/or at airports without an operating control tower.	C080
Conduct RNAV operations substituting for 14 CFR Part 97 instrument approaches.	C085
Conduct "RNP-like" foreign RNAV terminal instrument procedures with Required Navigation Performance (RNP) lines of minima.	C358
Conduct RNP AR approaches in accordance with 14 CFR Part 97 and operations specification C384.	C384
Use a reliability program for the entire aircraft.	D074
Use a reliability program for airframe, powerplant, systems, or selected items.	D075

Use short-term escalation.	D076
Use leased maintenance program authorization: U.S.-registered aircraft.	D080
Use specific aircraft for which prorated times have been established.	D082
Use short-term escalation authorization for borrowed parts that are subject to overhaul requirements.	D083
Use an Extended Operations (ETOPS) aircraft maintenance program.	D086
Use a maintenance program for leased foreign-registered aircraft.	D087
Use maintenance time limitations for operators with a partial reliability program.	D088
Use coordinating agencies for suppliers evaluation (CASE).	D090
Use listed airplanes for operations in designated RVSM airspace in accordance with B046 and D092.	D092
Use an approved maintenance program for helicopter night vision goggle operations.	D093
Use NVIS and NVGs on aircraft to conduct ANVGO per maintenance documents, under Part 135.	D094
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 a single-engine aircraft maintained in accordance with §135.411 and §135.421 in passenger-carrying IFR operations.	D103
Use an integrated aircraft health management (IAHM) program for maintenance credit for the aircraft with an approved IAHM system.	D302
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
Conduct helicopter offshore instrument operations using Offshore Standard Approach Procedure (OSAP), Airborne Radar Approach (ARA), and Helicopter En Route Descent Area (HEDA) Operations and/or in accordance with operations specification H104.	H104
Use alternate airport IFR weather minimums - helicopter.	H105
Conduct helicopter operations using standard takeoff minimums under Part 135.	H106
Use special restrictions for foreign terminal instrument procedures - helicopter.	H107
Conduct Helicopter Category II operations.	H108
Conduct Helicopter Category III operations.	H109
Use flight control guidance systems for rotorcraft automatic landing operations.	H110
Use manually flown flight control guidance systems certified for rotorcraft landing operations.	H111
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
Use special airport authorizations, limitations, and provisions - Helicopter.	H114
Conduct helicopter operations using lower than standard takeoff minimums under Part 135.	H116

Conduct helicopter Category I, ILS, MLS, or GLS approach procedures with specific IFR landing minimums.	H117
Conduct helicopter circle-to-land maneuvers using IFR Category I landing minimums.	H118
Conduct helicopter contact approaches using IFR Category I landing minimums.	H119
Conduct operations in authorized airports for scheduled operations - helicopter.	H120
Conduct scheduled passenger terminal area IFR rotorcraft operations in Class G airspace.	H121
Conduct special instrument approach procedure, departure procedure and standard terminal arrival (STAR) rotorcraft operations specified in operations specification H122.	H122
Conduct Class I Navigation using area or long-range navigation systems with WAAS for rotorcraft RNP 0.3 en route and terminal operations.	H123

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

Digitally signed by James M Howery, Principal Operations Inspector (AL03)
[1] EFFECTIVE DATE: 6/4/2025, [2] AMENDMENT #: 43
DATE: 2025.06.04 10:58:29 -05:00

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

Digitally signed by Alan G Larson, Industry Consultant
[1] SUPPORT INFO: Updated Multiple Ops Specs
DATE: 2025.05.27 21:32:02 -05:00

A006 . Management Personnel

HQ Control: 09/08/2021
HQ Revision: 04a

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

Table 1 - Authorized Management Positions and Personnel

Part 119 Position Title	Name	Company Equivalent Position Title	Email Address
Director of Maintenance, Direct Employee - Yes	Evanoff, Quentin	Director of Maintenance	QEvanoff@TransNorthern.com
Chief Pilot, Part 135	Brumbaugh, Rory L.	Chief Pilot	Chiefpilot@TransNorthern.com
Dir. of Operations, Part 135	Walsh, Daniel J	Director of Operations	danielwalsh9217@gmail.com

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

Digitally signed by Howery, James, Principal Operations Inspector (AL03)
[1] EFFECTIVE DATE: 8/29/2025,
[2] AMENDMENT #: 21
DATE: 2025.08.29 12:30:34 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.
   Digitally signed by LARSON, ALAN on behalf of Larson, Alan, Industry Consultant
   [1] SUPPORT INFO: Corrected DOM - Direct Employee and phone number
   DATE: 2025.08.28 21:36:19 -05:00

A007 . Other Designated Persons

HQ Control: 12/19/2006
HQ Revision: 020

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

Jacko, Josh E.
3350 Old International Airport Road
Anchorage, Alaska 99502
United States

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

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

Title	Name	Parts Authorized
Chief Pilot	Brumbaugh, Rory L.	A,B,C
Assistant Chief Pilot	Lincke, Eva	A,B,C
Agent for Service	Jacko, Josh E.	A,B,C,D,E
Chief inspector	Sheets, Mark	A,B,C,D,E
Director of Operations	Walsh, Daniel J	A,B,C,D,E
Industry Consultant	Larson, Alan	A,B,C,D,E
Owner	Jacko, Josh E.	A,B,C,D,E
Director of Maintenance	Evanoff, Quentin	D,E

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

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

Name	Email Address	Telephone No.	Type of Information to Receive
Josh Jacko	joshjacko73@gmail.com	907-317-8363	Both OPS/AW
Ally Olfson	Records@TransNorthern.com	514-676-7709	Both OPS/AW

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

Digitally signed by Howery, James, Principal Operations Inspector (AL03)
[1] EFFECTIVE DATE: 8/29/2025,
[2] AMENDMENT #: 30
DATE: 2025.08.29 12:30:34 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.
   Digitally signed by LARSON, ALAN on behalf of Larson, Alan, Industry Consultant
   [1] SUPPORT INFO: Removed "industry consultant" who no longer works for TNA
   DATE: 2025.08.28 21:57:54 -05:00

_____ _____
Date

A008 . Operational Control **HQ Control: 01/28/2019**
HQ Revision: 040

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

TransNorthern General Operations Manual, Sections A and Z

b. Certificate Holder Responsibilities.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(2) Aircraft Requirements.

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

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

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

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

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

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

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

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

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

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

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

(5) Aircraft Operation Agreements and Other Arrangements.

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

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

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

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

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

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

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

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

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

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

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

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

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

(7) Operational Control Information Requirements.

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

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

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

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

(i) ATC instructions, clearances and NOTAMs received from FAA or cognizant foreign ATC authorities,

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

(iii) Operation under the emergency authority of the PIC in accordance with Part 91, § 91.3(b), and /or Part 135, § 135.19(b).

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

Digitally signed by George J. O'Connor Jr., Principal Operations Inspector (AL03)
[1] EFFECTIVE DATE: 2/19/2021, [2] AMENDMENT #: 7
DATE: 2021.02.19 12:07:06 -06:00

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

Digitally signed by Alan G Larson, Operations Manager
DATE: 2021.02.19 13:43:31 -06:00

A009 . Airport Aeronautical Data

HQ Control: 12/05/1997
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) TransNorthern will obtain current aeronautical charts, the Alaska Supplement and the Airman's Information Manual from either local suppliers or by mail order.
When operating to and from airports and non-airport areas, conditions of the landing area will be determined by the pilot prior to departure. This will be accomplished through the use of current aeronautical charts, the Alaska Supplement, PIREPS, NOTAMS, and observations by competent persons at the location. Pilots may use personal observations from recent flights to the same location by the same or other pilots.
When none of the aforementioned will enable the pilot to determine the conditions of the chosen landing area, the pilot will make reconnaissance approaches to personally observe and evaluate conditions to the extend necessary to determine that a landing and subsequent takeoff can be made safely.
During winter operations, if snow removal is in progress at the destination airport or landing area, the flight will be released so as to arrive after the estimated time of snow removal completion. If snow removal has not been completed upon the flight arrival, the flight will hold, fuel reserves allowing, until the runway/landing area is cleared.

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

Digitally signed by Stephen Stewart, Principal Operations Inspector (AL03)
[1] SUPPORT INFO: Reissued in order that all OPSS will be digitally signed.
[2] EFFECTIVE DATE: 7/23/2013, [3] AMENDMENT #: 2
DATE: 2013.07.23 11:56:41 -05:00

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

Digitally signed by Alan G Larson on behalf of Larson, Andrea S, Agent for Service
DATE: 2013.06.11 15:27:10 -05:00

A010 . Aviation Weather Information **HQ Control: 10/06/2020**
HQ Revision: 04b

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

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

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

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

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

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

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

Table 1 - EWINS

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

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

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

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

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

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

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

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

Digitally signed by George J. O'Connor Jr., Principal Operations Inspector (AL03)
[1] EFFECTIVE DATE: 2/19/2021, [2] AMENDMENT #: 9
DATE: 2021.02.19 12:09:25 -06:00

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

Digitally signed by Alan G Larson, Operations Manager
[1] SUPPORT INFO: Removal of N29TN
DATE: 2021.02.07 12:20:25 -06:00

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

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

a. All such IFR operations are conducted within the areas of Class G airspace specifically authorized for IFR flight in operations specification paragraph B050 of these operations specifications.

b. All such operations are conducted in accordance with the limitations and provisions of operations specification paragraph B032 of these operations specifications.

c. The facilities and services necessary to safely conduct IFR operations in Class G airspace are available and operational during the period of operation in Class G airspace.

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

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

Digitally signed by Stephen Stewart, Principal Operations Inspector (AL03)
[1] SUPPORT INFO: Reissued in order that all OPSS will be digitally signed.
[2] EFFECTIVE DATE: 7/23/2013, [3] AMENDMENT #: 5
DATE: 2013.07.23 11:56:41 -05:00

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

Digitally signed by Alan G Larson on behalf of Larson, Andrea S, Agent for Service
DATE: 2013.06.11 15:38:31 -05:00

A015 . Autopilot in Lieu of Required Second-in-Command **HQ Control: 04/30/1998**
HQ Revision: 01b

The certificate holder is authorized to use the aircraft and its autopilot system listed below, in IFR operations, in lieu of a required second-in-command provided the following provisions are met.

a. The pilot-in-command has satisfactorily completed the proficiency check requirements of 14 CFR Section 135.297(g).

b. The installed autopilot system is operational in accordance with Section 135.105(c)(1).

AIRCRAFT M/M/S	AUTOPILOT SYSTEM MANUFACTURER/MODEL	ADDITIONAL CONDITIONS/LIMITATIONS
BE-99-99	Century 41	Operate IAW Flight Manual Supplement
BE-200-200	Collins 105	Operate IAW Flight Manual Supplement
BE-200-A200CT	Collins 106	Operate IAW Flight Manual Supplement
BE-200-200	Collins 80	Operate IAW Flight Manual Supplement

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

Digitally signed by Shawn E. Toth, Principal Maintenance Inspector (AL03)
[1] SUPPORT INFO: Amended to reflect transfer of N301PT to TN8A for new interchange agreement. (SET)
[2] EFFECTIVE DATE: 5/23/2025, [3] AMENDMENT #: 5
DATE: 2025.06.04 10:22:10 -05:00

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

Digitally signed by Alan G Larson, Industry Consultant
[1] SUPPORT INFO: Added Aircraft
DATE: 2025.05.23 20:18:32 -05:00

A029 . Aircraft Interchange Agreements

HQ Control: 07/11/2013
HQ Revision: 020

a. The certificate holder is authorized to conduct operations with the aircraft in accordance with the interchange agreements identified in Table 1 below. All operations conducted under the interchange agreements must be conducted in accordance with the authorizations, limitations, and provisions of these operations specifications and the terms and conditions of the applicable interchange agreement.

b. Parties to the Interchange. For the purpose of this paragraph, the primary certificate holder (Operator) is the one who would normally operate the aircraft if an interchange agreement were not in effect.

(1) The primary operator must be responsible for the maintenance control of the aircraft at all times. The interchange operator is the other party to the interchange agreement.

(2) The primary operator, when its flightcrews are operating the aircraft, must be responsible for and maintain operational control of the aircraft. The interchange operator, when its flightcrew are operating the aircraft, must be responsible for and maintain operational control of the aircraft.

c. Interchange Points. Except when required due to an in-flight diversion, the transfer of flightcrews and operational control responsibility must only take place at the interchange points specified in Table 1 below.

d. Agreement. For U.S.-registered aircraft, the registration numbers of the aircraft to be used in the interchange agreement must also be identified in paragraph D085. The interchange agreement must specify the maintenance program, the minimum equipment list (MEL), and the associated procedures to be used during the interchange operation. The certificate holder must not conduct operations under any other interchange agreement.

Table 1 - Aircraft Interchange Agreements

Names of Parties To The Interchange Agreement		Aircraft M/M/S	Aircraft Serial Number	Aircraft Registration Number	Interchange Points
Primary Operator	Interchange Operator				
TransNorthern LLC	Dena'ina Air Taxi, LLC	BE-200-200	BB-483	N924AC	PANC, PAMR
TransNorthern LLC	Dena'ina Air Taxi, LLC	BE-200-A200CT	BP-28	N301PT	PANC, PAMR

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

Digitally signed by James M Howery, Principal Operations Inspector (AL03)
[1] EFFECTIVE DATE: 6/4/2025, [2] AMENDMENT #: 2
DATE: 2025.06.04 10:58:31 -05:00

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

Digitally signed by Alan G Larson, Industry Consultant
[1] SUPPORT INFO: Interchange Letter of Agreement Rev 1 dated May 2025
DATE: 2025.05.15 12:12:12 -05:00

A041. Authorization for 14 CFR Part 135 Airplane and/or Powered-Lift Operators to Conduct a Pretakeoff Contamination Check or Use of an Approved Alternative Procedure

HQ Control: 09/03/2025
HQ Revision: 00c

a. The certificate holder is authorized to conduct a pretakeoff contamination check or use of an approved alternative procedure at any time the conditions are such that frost, ice, or snow may reasonably be expected to adhere to the aircraft. The certificate holder must conduct a pretakeoff contamination check or use an approved alternative procedure prior to takeoff as described below.

(1) The check/procedure must ensure that the wings, control surfaces, propellers, rotor blades or proprotors as applicable, engine inlets, and other critical surfaces are free of frost, ice, or snow.

(2) Procedures, based upon the category of aircraft, for the conduct of the pretakeoff contamination check or the approved alternative procedure are described or referenced in the paragraph below.

TransNorthern General Operations Manual Section "T".

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

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

Digitally signed by Howery, James, Principal Operations Inspector (AL03)
[1] EFFECTIVE DATE: 1/27/2026,
[2] AMENDMENT #: 6
DATE: 2026.01.27 15:18:29 -06:00

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

Digitally signed by LARSON, ALAN, Industry Consultant
[1] SUPPORT INFO: Formating change
DATE: 2026.01.27 14:21:47 -06:00

A055 . Carriage of Hazardous Materials (HazMat) **HQ Control: 07/06/2023**
HQ Revision: 01b

a. The certificate holder is authorized by the Federal Aviation Administration to accept, handle, and carry materials regulated as Hazardous Materials (HazMat) including hazardous COMAT (company hazmat material), in accordance with 49 CFR parts 171 through 180 and 14 CFR part 121, subpart Z and Appendix O or part 135 subpart K, as applicable.

b. The certificate holder that conducts operations outside of the United States certifies that all their hazmat employees, contractors, and subcontractors have been trained in accordance with 49 CFR part 172 subpart H, or as outlined in the most current edition of the International Civil Aviation Organization (ICAO) Doc 9284, Technical Instructions for the Safe Transport of Dangerous Goods by Air, as applicable.

c. The certificate holder must notify its repair stations regulated by 49 CFR parts 171 through 180 of its Will Carry status.

d. The certificate holder that is issued HazMat exemptions or permits should list those in Table 1 below (*if there are no additional exemptions or permits, enter N/A in the cells*):

Table 1 – HazMat Exemptions or Permits Issued by Other Agencies

Exemption/Permit Number	Date of Expiration	Agency Issuing, Remarks and/or References
N/A	N/A	N/A

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

Digitally signed by Daniel Paul Anderson, Principal Avionics Inspector (AL03)
[1] SUPPORT INFO: Nonmandatory revision to OpSpec A055, Carriage of Hazardous Materials (HazMat), to remove reference to International Air Transport Association (IATA) from subparagraph b and adds clarification for the certificate holder's training in 49 CFR part 172 subpart H, or current edition of ICAO Doc 9284. Revised by AXH-300 (DPA)
[2] EFFECTIVE DATE: 12/27/2023, [3] AMENDMENT #: 5
DATE: 2023.12.28 11:21:07 -06:00

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

Digitally signed by Alan G Larson, Industry Consultant
[1] SUPPORT INFO: Remove IATA from subp b and add training reference
DATE: 2023.12.27 20:48:03 -06:00

A096 . Actual Weight Program For All Aircraft **HQ Control: 06/11/2020**
HQ Revision: 020

a. The certificate holder is authorized to use only actual weights when determining the aircraft weight and balance for all aircraft. This includes:

(1) Actual weights of all passengers and bags (including carry-on, checked, plane-side loaded, and heavy bag weights) and cargo, or

(2) Solicited ("asked") passenger weight plus 10 pounds and the actual weight of bags and cargo.

b. In accordance with the certificate holder's issued operations specification A011, thecertificate holder is authorized to use an approved Carry-On Baggage Program..

c. The following aircraft must use actual weights:

(1) All single-engine aircraft, with the exception of single engine turbine-powered HAA operations

(2) All reciprocating engine-powered aircraft, and

(3) All aircraft certificated with less than five (5) passenger seats, with the exception of single engine turbine-powered HAA operations.

d. The certificate holder is authorized to use the following weights for flightcrew members, crewmembers, authorized persons and their baggage, listed in Table 1 below.

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

Authorized Weights	Expiration Date
N/A	N/A

e. For cargo-only operated aircraft, flightcrew member weights and flightcrew member bag weights, may be included in the basic operating weight of the aircraft.

f. The following loading schedules and instructions listed in Table 2 below must be used for routine operations.

Table 2 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedules Instructions	Weight and Balance Control Procedures
BE-18-C45H	Actual Weight	IAW Section 2 of GOM as Revised	IAW Section B of GOM as Revised
BE-99-99	Actual Weight	IAW Section B of GOM as Revised	IAW Section B of GOM as Revised

Aircraft M/M/S	Type Loading Schedule	Loading Schedules Instructions	Weight and Balance Control Procedures
SA-227-AC	Actual Weight	IAW Section B of GOM as Revised	IAW Section B of GOM as Revised
DC-3-SUPER	Actual Weight	IAW STC ST02196AK FAA Approved Flight Manual Supplement P/N TNVDC3S-19 - Current Revision	IAW Section B of GOM as Revised
DC-3-R4D8	Actual Weight	IAW STC ST02196AK FAA Approved Flight Manual Supplement P/N TNVDC3S-19 - Current Revision	IAW Section B of GOM as Revised
BE-200-200	Actual Weight	IAW Section B of GOM as Revised	IAW Section B of GOM as Revised
BE-200-A200CT	Actual Weight	IAW Section B of GOM as Revised	IAW Section B of GOM as Revised
CE-207-T207A	Actual Weight	IAW Section B of GOM as Revised	IAW Section B of GOM as Revised

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

Digitally signed by James M Howery, Principal Operations Inspector (AL03)
[1] EFFECTIVE DATE: 6/26/2025, [2] AMENDMENT #: 4
DATE: 2025.06.26 10:52:09 -05:00

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

Alan G. Larson

Digitally signed by Alan G. Larson
DN: C=US, E=Alan@TransNorthern.com, O=TransNorthern Aviation, OU=Operations, CN=Alan G. Larson
Location: Anchorage, AK
Reason: I am approving this document
Contact Info: Alan@TransNorthern.com
Date: 2026.01.29 18:59:21 -09'00'

Alan Larson, Industry Consultant

A449 . Antidrug and Alcohol Misuse Prevention Program **HQ Control: 07/17/2009**
HQ Revision: 00a

a. The certificate holder who operates under Title 14 Code of Federal Regulations (CFR) Part 135 certifies that it will comply with the requirements of 14 CFR Part 120 and 49 CFR Part 40 for its Antidrug and Alcohol Misuse Prevention Program.

b. Antidrug and Alcohol Misuse Prevention Program records are maintained and available for inspection by the FAA's Drug Abatement Compliance and Enforcement Inspectors at the location listed in Table 1 below:

Table 1

	Location of Antidrug and Alcohol Misuse Prevention Program Records:	Telephone Number:
Address:	3350 Old International Airport Road	907-245-1879
Address:		
City:	Anchorage	
State:	AK	
Zip Code:	99502	

c. Limitations and Provisions.

(1) Antidrug and Alcohol Misuse Prevention Program inspections and enforcement activity will be conducted exclusively by the Drug Abatement Division. All questions regarding this program should be directed to the Drug Abatement Division.

(2) The certificate holder must implement its Antidrug and Alcohol Misuse Prevention Programs fully in accordance with 14 CFR Part 120 and 49 CFR Part 40.

(3) The certificate holder is responsible for ensuring that its contractors who perform safety-sensitive work for the certificate holder are subject to Antidrug and Alcohol Misuse Prevention Programs.

(4) The certificate holder is responsible for updating this operations specification when any changes occur in the following:

(a) Location or phone number where the Antidrug and Alcohol Misuse Prevention Records are kept (as listed in Table 1 above).

(b) If the certificate holder's number of safety-sensitive employees goes to 50 and above, or falls below 50 safety-sensitive employees.

(5) The certificate holder with 50 or more employees performing a safety-sensitive function on January 1 of the calendar year must submit an annual report to the Drug Abatement Division of the FAA. The certificate holder with fewer than 50 employees performing a safety-sensitive function on January 1 of any calendar year must submit an annual report upon request of the Administrator, as specified in the regulations.

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

Digitally signed by Stephen Stewart, Principal Operations Inspector (AL03)
[1] SUPPORT INFO: Reissued in order that all OPSS will be digitally signed.
[2] EFFECTIVE DATE: 7/23/2013, [3] AMENDMENT #: 5
DATE: 2013.07.23 12:04:43 -05:00

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

Digitally signed by Alan G Larson on behalf of Larson, Andrea S, Agent for Service
DATE: 2013.06.19 11:26:44 -05:00

AIR OPERATOR CERTIFICATE		
	State of the Operator United States of America Issuing Authority Federal Aviation Administration	
AOC #: TN8A405Y Expiration Date : N/A	TransNorthern LLC Dba: TransNorthern Aviation Aleutian Air Dena'ina Air Operator Address: 3350 Old International Airport Road Anchorage, Alaska 99502 Telephone: 907-245-1879 Fax: N/A E-mail: joshjacko73@gmail.com	Operational Points of Contact: Josh Jacko Contact details, at which operational management can be contacted without undue delay, are listed in General Operations Manual, Section A, C and L.
This certificate certifies that TransNorthern LLC is authorized to perform commercial air operations, as defined in the attached operations specifications, in accordance with the Operations Manual and the 14 CFR.		
Date of Issue: April16, 2002	Name: Marcus Roulet Title: Office Manager, AL03 FSDO	

CERTIFICATION STATEMENT

I hereby certify that the attached is a true copy of the TransNorthern LLC AOC issued at ANCHORAGE FSDO AL03 / ANC FSDO on April 16, 2002 by the FAA.

Note: Carriage of this certified true copy of the Air Operator Certificate ensures compliance with ICAO Annex 6 when engaged in international commercial air transportation.

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

Digitally signed by Howery, James, Principal Operations Inspector (AL03)
[1] EFFECTIVE DATE: 9/5/2025,
[2] AMENDMENT #: 6
DATE: 2025.09.05 12:46:22 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.
Digitally signed by LARSON, ALAN on behalf of Larson, Alan, Industry Consultant
[1] SUPPORT INFO: DBA addition
DATE: 2025.09.05 11:39:53 -05:00

Table of Contents

Part B

B031 . Areas of En Route Operation **HQ Control: 02/09/2001**
HQ Revision: 01e

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

a. The certificate holder is authorized to conduct en route operations in accordance with the provisions of these operations specifications.

b. The certificate holder is authorized to conduct Class I navigation. When conducting IFR Class I navigation, the certificate holder is authorized to conduct these operations in accordance with the following additional provisions:

(1) Operate IFR flights over routing predicated on ATC radar vectoring services, within controlled airspace.

(2) Operate IFR flights (including flights to alternate or diversionary airports) within controlled airspace over off-airway routings which are predicated on airways navigation facilities, provided the following conditions are met:

(a) These off-airway routings lie within the operational service volume of the facilities used and such off-airway operation is authorized by the appropriate ATC facility.

(b) The operation is conducted in accordance with the route width and MEA criteria prescribed for or applied to the certificate holder by the appropriate ICAO contracting state.

(c) The required airborne and ground-based navigation facilities are available and operational and enable navigation performance to meet the degree of accuracy required for air traffic control over the route of flight specified in the ATC clearance.

(3) Operate IFR flights including flights to alternate or diversionary airports in Class G Airspace in accordance with the provisions of paragraphs A014, C064, C080, H113, and/or H121, as applicable, of these operations specifications, if issued.

c. Deviations from routings specified in this paragraph are authorized when necessary due to inflight emergencies or to avoid potentially hazardous meteorological conditions.

d. For operations within Class A Airspace, the certificate holder is authorized to conduct Class I navigation under positive radar control with the area navigation or long-range navigation systems specified in paragraph B035 of these operations specifications, if that paragraph is issued.

e. The certificate holder is authorized to conduct Class I navigation, including en route IFR operations outside positive radar control, with the area navigation systems specified in paragraph B034 of these operations specifications, if that paragraph is issued.

f. The certificate holder is authorized to conduct Class II navigation in accordance with paragraphs B032 and B036 of these operations specifications, if those paragraphs are issued.

g. The certificate holder is authorized to use approved GPS navigation equipment as a supplement to ICAO standard navigation equipment while conducting Class I navigation.

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

Digitally signed by Stephen Stewart, Principal Operations Inspector (AL03)
[1] SUPPORT INFO: Reissued in order that all OPSS will be digitally signed.
[2] EFFECTIVE DATE: 7/23/2013, [3] AMENDMENT #: 2
DATE: 2013.07.23 12:14:19 -05:00

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

Digitally signed by Alan G Larson on behalf of Larson, Andrea S, Agent for Service
DATE: 2013.06.19 11:39:04 -05:00

B032 . En Route Limitations and Provisions **HQ Control: 03/24/2009**
HQ Revision: 020

a. The certificate holder shall comply with the following IFR en route limitations and provisions when conducting any en route operation under these operations specifications. Unless otherwise authorized by these operations specifications, the certificate holder shall not conduct IFR operations outside controlled airspace.

b. When conducting Class I navigation:

(1) An aircraft's position shall be "reliably fixed" as necessary to navigate to the degree of accuracy required for ATC.

(2) With the exception of b(3) and b(5) below, the airways used and the off-airway routing predicated on airways navigation facilities shall lie within the operational service volume of the facilities defining the airways or off-airway routing.

(3) Operations over routes with a minimum en route altitude (MEA) gap (or International Civil Aviation Organization (ICAO) equivalent) are an exception to the operational service volume requirement.

(4) With the exception of b(5) below, the facilities which define an airway, or an off-airway routing predicated on airways navigation facilities, shall be used as the primary navigation reference.

(5) An area navigation system may be used if the aircraft’s position can be "reliably fixed" at least once each hour using airway navigation facilities to the degree of accuracy required for ATC. This system must be certificated for use in IFR flight for the conduct of Class I navigation over the routes being flown and authorized in accordance with paragraph B034.

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

Digitally signed by Stephen Stewart, Principal Operations Inspector (AL03)
[1] SUPPORT INFO: Reissued in order that all OPSS will be digitally signed.
[2] EFFECTIVE DATE: 7/23/2013, [3] AMENDMENT #: 5
DATE: 2013.07.23 12:14:19 -05:00

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

Digitally signed by Alan G Larson on behalf of Larson, Andrea S, Agent for Service
DATE: 2013.06.19 11:38:22 -05:00

B034 . IFR Class I Terminal and En Route Navigation Using Area Navigation Systems **HQ Control: 12/04/2010**
HQ Revision: 040

a. The certificate holder is authorized to conduct IFR Class I terminal and en route navigation (including operations outside positive radar control) using aircraft and RNAV systems approved by this paragraph in those areas of operations where this paragraph is referenced in B050 of these operations specifications.

b. Approved Operations. If specified in Table 1 below, the certificate holder is authorized to conduct Precision RNAV (P-RNAV) and/or Basic RNAV (B-RNAV)/RNAV 5 operations in terminal and/or en route areas where this paragraph is referenced in paragraph B050 of these operations specifications.

(1) The route design determines whether the operation is terminal or en route navigation.

(2) For B-RNAV/RNAV 5 terminal and en route operations, the navigation performance is ±5 nautical miles (NM) for 95 percent of the flight time.

(3) For P-RNAV terminal and en route operations, the navigation performance is ±1 NM for 95 percent of the flight time.

(4) If the RNAV equipment is certified for P-RNAV, it may be authorized for both P-RNAV and B-RNAV/RNAV 5 terminal and en route operations.

c. Authorized En Route Navigation. Except as provided in these operations specifications, the certificate holder shall not conduct any other IFR Class I en route navigation using RNAV systems.

d. Authorized Aircraft Navigation Systems. The certificate holder is authorized to conduct IFR Class I terminal and en route navigation using the following aircraft and RNAV systems for the operations indicated in Table 1 below. If no specific navigation performance (for B-RNAV/RNAV 5 and/or P-RNAV) is authorized, enter N/A in column 4.

Table 1 – Aircraft, Navigation Systems, and Navigation Performance

Aircraft M/M/S	Area Navigation Systems Manufacturer	Model	Navigation Performance	Limitations and Conditions
BE-18-C45H	Apollo	CNX 80W	P-RNAV (+/-1NM)	N/A
BE-99-99	Garmin	GNS 530	P-RNAV (+/-1NM)	N/A
BE-99-99	Garmin	GNC 300XL	P-RNAV (+/-1NM)	N/A
SA-227-AC	Garmin	GNS 530W	P-RNAV (+/-1NM)	N/A
SA-227-AC	Garmin	GNS 530T	P-RNAV (+/-1NM)	N/A
DC-3-R4D8	Garmin	GNS 530W	P-RNAV (+/-1NM)	N/A
DC-3-R4D8	Garmin	GNS 430	P-RNAV (+/-1NM)	N/A
DC-3-SUPER	Garmin	GNS 530T	P-RNAV (+/-1NM)	N/A
BE-200-200	Garmin	GTN 750W	P-RNAV (+/-1NM)	N/A
BE-200-200	Garmin	GTN 650W	P-RNAV (+/-1NM)	N/A
BE-200-200	Garmin	GNS 530W	P-RNAV (+/-1NM)	N/A

Aircraft M/M/S	Area Navigation Systems Manufacturer	Model	Navigation Performance	Limitations and Conditions
BE-200-A200CT	Garmin	GNS 530W	P-RNAV (+/-1NM)	N/A
BE-200-A200CT	Garmin	GNS 430W	P-RNAV (+/-1NM)	N/A

e. Special En Route Limitations and Provisions. The certificate holder shall conduct all operations authorized by this paragraph in accordance with the following en route limitations and provisions:

(1) Except when navigation is performed under the supervision of a properly qualified check airman, the flightcrew must be qualified in accordance with the certificate holder's approved training program for the system being used or have satisfactorily completed a flight check using the system. The flightcrew shall have satisfactorily completed the ground school portion of that training program before performing under the supervision of a check airman.

(2) The navigation system shall be fully operational or operating in accordance with the certificate holder's approved MEL, when the system is used for any navigation.

(3) Prior to conducting operations in airspace that require a specific navigation performance, if authorized and listed in Table 1 above, the certificate-holder must ensure that the aircraft navigation system will provide the navigation performance for the planned flight time in thatairspace.

(4) The RNAV systems used must permit the flight to navigate to the degree of accuracy or operational performance level required for ATC; be approved for the particular area of operation as specified in paragraph B050 of these operations specifications; and be certificated for IFR flight.

(5) IFR Class I navigation using a single RNAV system shall not be conducted unless Class I navigation with a single system is authorized by this paragraph and all of the following conditions are met:

(a) The redundant airborne equipment required to conduct IFR Class I navigation using airways navigation facilities is installed and operational.

(b) The capability exists at any point along the planned route of flight to safely return to and use airways navigation facilities for navigation if the single RNAV system fails.

(c) Any flight operated over off-airway routing is operated under ATC radar control.

(6) IFR Class I navigation, using a single RNAV system, shall not be conducted without at least one pilot using the facilities which define the airway or off-airway routing as the primary navigation reference unless the following conditions are met:

(a) The aircraft's present position and its relationship to NAVAID, airways, and any other Instrument Flight Procedure (IFP) specified in the currently effective ATC clearance are continuously displayed on each pilot's flight instruments.

(b) An indication is immediately provided on the forward instrument panel, within the normal field of view of each pilot, when the navigation performance of the RNAV system is insufficient to navigate to the degree of accuracy required for ATC.

(7) An approved RNAV system fix may be substituted for a required en route ground facility when that facility is temporarily out of service, provided the approved navigation system has sufficient accuracy to navigate the aircraft to the degree of accuracy or navigation performance required for ATC over that portion of the flight.

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

Digitally signed by James M Howery, Principal Operations Inspector (AL03)
[1] EFFECTIVE DATE: 6/5/2025, [2] AMENDMENT #: 11
DATE: 2025.06.05 10:35:23 -05:00

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

Digitally signed by Alan G Larson, Industry Consultant
[1] SUPPORT INFO: Updated Table
DATE: 2025.06.05 10:03:31 -05:00

B035 . Class I Navigation in the U.S. Class A Airspace using Area or Long-Range Navigation Systems HQ Control: 03/07/2016

HQ Revision: 03a

a. The certificate holder is authorized to conduct Class I navigation in the U.S. Class A Airspace using the airplanes and area navigation (RNAV) or long-range navigation systems (LRNS) approved by this paragraph, provided the special limitations and provisions of this operations specification are met. Except as provided in these operations specifications, the certificate holder must not conduct any other operation using RNAV or LRNS in the U.S. Class A Airspace.

b. Airplanes and Navigation Equipment. The certificate holder is authorized to conduct Class I navigation in the U.S. Class A Airspace using the following airplanes and navigation systems.

Table 1 – Airplane(s), RNAV Equipment, Navigation Specification(s)

Airplane Type (M/M/S)	Navigation Equipment			Navigation Specification(s)	Additional Capabilities	Limitations and Conditions
	Manufacturer	Model HW/ Part#	Software Part/ Version/ Revision #			
BE-18-C45H	Apollo	CNX 80W - P/N 430-6100-800-002	Main - 2.30 or latter, GPS - 3.20 or later	RNP 2,/RNAV 2	N/A	N/A
BE-99-99	Garmin	GNS 530 - P/N 011-00550-10	Main - 3.11 or later, GPS - 3.03 or later	RNAV 2	N/A	N/A
BE-99-99	Garmin	GNC 300XL - P/N 010-00161-00	Main - 2.10 or later, GPS - 1.0 or later	RNAV 2	N/A	N/A
SA-227-AC	Garmin	GNS 530W - P/N 11-01064-00	Main - 5.40 or later, GPS - 5.0 or later	RNP 2,/RNAV 2	N/A	N/A
SA-227-AC	Garmin	GNS 530T - P/N 011-00940-00	Main - 6.04 or later, GPS - 3.03 or later	RNAV 2	N/A	N/A
DC-3-R4D8	Garmin	GNS 530W - P/N 11-01064-40	Main - 3.11 or later, GPS - 3.30 or later	RNP 2,/RNAV 2	N/A	N/A
DC-3-R4D8	Garmin	GNS 430 - P/N 011-00280-10	Main - 5.04 or later, GPS - 3.1 or later	RNAV 2	N/A	N/A
DC-3-SUPER	Garmin	GNS 530T - P/N 011-00940-00	Main - 3.11 or later, GPS = 3.03 or later	RNAV 2	N/A	N/A
BE-200-200	Garmin	GTN 750W - P/N 011-01065-40	Main - 6.62 or later, GPS - 5.2 or later	RNP 2,/RNAV 2	N/A	N/A
BE-200-200	Garmin	GTN 650W - P/N 011-02256-80	Main - 6.30 or later, GPS - 5.3 or later	RNP 2,/RNAV 2	N/A	N/A

Airplane Type (M/M/S)	Navigation Equipment			Navigation Specification(s)	Additional Capabilities	Limitations and Conditions
	Manufacturer	Model HW/ Part#	Software Part/ Version/ Revision #			
BE-200-200	Garmin	GNS 530W - P/N 11-01064-40	Main - 5.40 or later, GPS - 5.0 or later	RNP 2,/RNAV 2	N/A	N/A
BE-200-A200CT	Garmin	GNS 530WT - P/N 011-01065-40	Main - 5.40 or later, GPS - 5.0 or later	RNP 2,/RNAV 2	N/A	N/A
BE-200-A200CT	Garmin	GNS 430W - P/N 011-01060-40	Main - 5.30 or later, GPS - 5.0 or later	RNP 2,/RNAV 2	N/A	N/A

c. Authorization for Domestic Routes. In Table 1, bundling of Advanced RNP (A-RNP), RNP 2, and RNAV 2 may be authorized for equipment that meets the necessary performance requirements. Lesser bundles are also available for RNP 2/RNAV 2 or RNAV 2 only. As a minimum for advanced RNP, the certificate holder must be qualified for the following advanced capabilities: scalability, radius to fix (RF), and parallel offset. Additionally, the Advanced RNP certificate holder must have adequate continuity for the operation. These authorizations do not include Q-routes in the Gulf of Mexico or RNP 2 oceanic and remote operations.

d. Additional Capabilities. Fixed Radius Transitions (FRT) and/or Time of Arrival Control (TOAC) en route may be selected in Table 1 under Additional Capabilities for those who qualify.

e. Special Limitations and Provisions. The certificate holder must comply with the following limitations and provisions when conducting any operation authorized by this paragraph.

(1) The certificate holder must not conduct such operations unless the certificate holder's approved training program provides training for the equipment and special procedures to be used.

(2) Except when navigation is performed under the supervision of a properly qualified check airman, any pilot used in operations authorized by this paragraph must be qualified in accordance with the certificate holder’s approved training program for the navigation system being used.

(3) For operations in the continental United States, unless the RNAV route specifically requires GPS or GNSS equipage, aircraft on the RNAV route must be within ATC radar surveillance and communication. If ATC radar fails, an ATC clearance must be obtained to continue the flight without the use of RNAV routes. If the RNAV or the LRNS fails, notify ATC as soon as practical.

(4) For operations in Alaska, the entire portion of the intended route of flight, using the RNAV or LRNS, must be under Air Traffic Control (ATC) radar surveillance and communication. If ATC radar fails, an ATC clearance must be obtained to continue the flight without the use of RNAV routes. If the RNAV or the LRNS fails, notify ATC as soon as practical.

(5) The airborne navigation equipment (VOR, DME, automatic direction finder (ADF)) required to navigate in the U.S. Class A Airspace using airways navigation facilities is installed and operational.

(6) If the Part 135 certificate holder has no operations manual, the approved procedures for the domestic RNAV Q-route authorization are as follows: .

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

Digitally signed by James M Howery, Principal Operations Inspector (AL03)
[1] EFFECTIVE DATE: 6/5/2025, [2] AMENDMENT #: 0
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3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Alan G Larson, Industry Consultant
[1] SUPPORT INFO: Updated Table
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B050 . Authorized Areas of En Route Operations, Limitations, and Provisions

HQ Control: 09/12/1997
HQ Revision: 020

a. The certificate holder is authorized to conduct en route operations in the areas of en route operation specified in this paragraph. The certificate holder shall conduct all en route operations in accordance with the provisions of the paragraphs referenced for each area of en route operation. The certificate holder shall not conduct any en route operation under these operations specifications unless those operations are conducted within the areas of en route operation authorized by this paragraph.

Authorized Areas of En Route Operation	Reference Paragraphs	Note Reference #
Canada - Excluding Canadian MNPS airspace	B031, B032, B034	1, 2
USA - The 48 contiguous United States and the District of Columbia	B031, B032, B034	2
USA - The State of Alaska	B031, B032, B034	2

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

Note Reference #	Limitations Provisions and Special Requirements
1	Operations between the USA and Canada, or within Canada, are contingent upon the Operators possession of appropriate and current authorizations issued by Transport Canada. Additionally, FAA OPSS A999 must be authorized and in the possession of the Operator on all flights.
2	Day/Night VFR/IFR

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[1] SUPPORT INFO: Reissued in order that all OPSS will be digitally signed.
[2] EFFECTIVE DATE: 7/23/2013, [3] AMENDMENT #: 4
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3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Alan G Larson on behalf of Larson, Andrea S, Agent for Service
DATE: 2013.06.19 11:36:57 -05:00

Table of Contents

Part C

C051 . Terminal Instrument Procedures **HQ Control: 09/12/2012**
HQ Revision: 02b

a. The certificate holder is authorized to conduct terminal instrument operations using the procedures and minima specified in these operations specifications, provided one of the following conditions is met:

(1) The terminal instrument procedure used is prescribed by these operations specifications.

(2) The terminal instrument procedure used is prescribed by Title 14 Code of Federal Regulations (CFR) Part 97, Standard Instrument Approach Procedures.

(3) At U.S. military airports, the terminal instrument procedure used is prescribed by the U.S. military agency operating the airport.

(4) If authorized foreign airports, the terminal instrument procedure used at the foreign airport is prescribed or approved by the government of an ICAO contracting state. The terminal instrument procedure must be constructed using criteria based on FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS); or ICAO Document 8168-OPS; Procedures for Air Navigation Services-Aircraft Operations (PANS-OPS), Volume II; or Military Instrument Procedures Standardization (MIPS); or other special criteria approved by the headquarters Flight Technologies and Procedures Division (AFS-400). The visibility, RVR, or Converted Meteorological Visibility (CMV) is based on TERPS, EU-OPS 1, Aerodrome Operating Minimums or ICAO Doc 9365, Manual of All Weather Operations, Third Edition.

b. If applicable, Special Limitations, and Provisions for Instrument Approaches at Foreign Airports.

(1) Terminal instrument procedures may be developed and used by the certificate holder for any foreign airport, provided the certificate holder makes a determination that each procedure developed is equivalent to U.S. TERPS, ICAO PANS-OPS, MIPS criteria, or other special criteria approved by the headquarters Flight Technologies and Procedures Division (AFS-400). The visibility, RVR, or CMV is based on TERPS, EU-OPS 1 or ICAO Document 9365. The certificate holder shall submit to the FAA a copy of the terminal instrument procedure with supporting documentation.

(2) At foreign airports, the certificate holder shall not conduct terminal instrument procedures determined by the FAA to be “not authorized for United States air carrier use.” In these cases, the certificate holder may develop and use a terminal instrument procedure provided the certificate holder makes a determination that each procedure developed is equivalent to U.S. TERPS, ICAO PANS-OPS, MIPS criteria, or other special criteria approved by the headquarters Flight Technologies and Procedures Division (AFS-400). The visibility, RVR, or CMV is based on TERPS, EU-OPS 1 or ICAO Document 9365. The certificate holder shall submit to the FAA a copy of the terminal instrument procedure with supporting documentation.

(3) When the minima are specified only in meters, the certificate holder shall use the metric operational equivalents as specified in the RVR Conversion Table (Table 1) or the Meteorological Visibility Conversion Table (Table 2) for both takeoff and landing. Values not shown may be interpolated.

Table 1

RVR Conversion

Feet	Meters
300 ft	75 m
400 ft	125m
500 ft	150 m
600 ft	175 m
700 ft	200 m
1000 ft	300 m
1200 ft	350 m
1400 ft	450 m
1600 ft	500 m
1800 ft	550 m
2000 ft	600 m
2100 ft	650 m
2400 ft	750 m
3000 ft	1000 m
4000 ft	1200 m
4500 ft	1400 m
5000 ft	1500 m
6000 ft	1800 m

Table 2

Meteorological Visibility Conversion

Statute Miles	Meters
1/4 sm	400 m
3/8 sm	600 m
1/2 sm	800 m
5/8 sm	1000 m
3/4 sm	1200 m
7/8 sm	1400 m
1 sm	1600 m
1 1/8 sm	1800 m
1 1/4 sm	2000 m
1 1/2 sm	2400 m
1 3/4 sm	2800 m
2 sm	3200 m
2 1/4 sm	3600 m
2 1/2 sm	4000 m
2 3/4 sm	4400 m
3 sm	4800 m

(4) When operating at foreign airports where the published landing minima are specified in RVR, the RVR may not be available, therefore the meteorological visibility is reported. When the minima are reported in meteorological visibility, the certificate holder shall convert meteorological visibility to RVR by multiplying the reported visibility by the appropriate factor, shown in Table 3. The conversion of reported meteorological visibility to RVR is used only for Category I landing minima, and shall not be used for takeoff minima, CAT II or III minima, or when a reported RVR is available.

Table 3

[RVR = (reported meteorological visibility) X (factor)]

AVAILABLE LIGHTING	DAY	NIGHT
High Intensity approach and runway lighting	1.5	2.0
Any type of lighting installation other than above	1.0	1.5
No lighting	1.0	N/A

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

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[1] SUPPORT INFO: Reissued in order that all OPSS will be digitally signed.
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C052 . Straight-in Non-Precision, APV, and Category I Precision Approach and Landing Minima – All Airports

HQ Control: 12/14/2020
HQ Revision: 07d

a. The certificate holder is authorized to conduct operations using the types of IAPs listed in Table 1 below, and shall not conduct operations using any other types.

Table 1 – Authorized Instrument Approach Procedures

Nonprecision Approach Procedures Without Vertical Guidance	Approaches With Vertical Guidance(APV)	Precision Approach Procedures (ILS & GLS)
GPS	LDA with glideslope	ILS
LDA	LOC BC with glideslope	ILS/DME
LDA/DME	RNAV (GNSS)	RNAV/ILS
LOC	RNAV (GPS)	
LOC BC		
LOC/BC/DME		
LOC/DME		
NDB		
NDB/DME		
RNAV (GNSS)		
RNAV (GPS)		
VOR		
VOR/DME		
VOR/DME/LOC		
VOR/DME RNAV		

Note: Approval for RNAV (GPS) approaches may be extended to include approval for "RNAV (GNSS)" and/or "RNP" titled approaches in foreign States. Certificate holder should consult applicable foreign Aeronautical Information Publications (AIP) and ensure navigation equipment equivalency. This approval does not extend to RNP approaches with authorization required (RNP AR).

b. Conditions and Limitations.

(1) Unless otherwise authorized by these operations specifications, the certificate holder shall not use any IFR IAP at any U.S. civil, military, or joint-use airport unless:

(a) It is promulgated under 14 CFR Part 97, or

(b) The procedure has been constructed using FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS), or other special criteria approved by the headquarters Flight Technologies and Procedures Division (AFS-400), or

(c) The procedure has been prescribed by the U.S. military agency operating the U.S. military airport.

(2) Runway Visual Range: TDZ RVR reports, when available for a particular runway, are controlling for all approaches to and landings on that runway.

(a) The mid RVR and rollout RVR reports (if available) provide advisory information to pilots.

(b) Visibility values below ½ statute mile are not authorized and shall not be used.

(c) The mid RVR report may be substituted for the TDZ RVR report if the TDZ RVR report is not available.

(3) The certificate holder may not use DA(H) in lieu of MDA(H) unless paragraph C073 is authorized.

(4) Unless otherwise authorized by these operations specifications, the certificate holder may not conduct any RNP authorization required (RNP AR) operations.

(5) Approach Procedures Using GPS or GPS Wide Area Augmentation System (WAAS). The certificate holder is authorized to conduct GPS and/or GPS WAAS instrument approach operations using the approved GPS and/or GPS WAAS equipment listed in paragraph B034 if "…. or GPS", GPS, or RNAV (GPS) or RNAV (GNSS) is listed in Table 1 above. This authorization to conduct approaches using GPS and/or GPS WAAS is subject to the following limitations and conditions:

(a) The airborne GPS and/or GPS WAAS navigation equipment to be used must be approved for IFR operations, certified for the intended operation (LPV, LNAV/VNAV, LP or LNAV) and must contain current navigation data.

(b) Both the GPS constellation and the required airborne equipment must be providing the levels of availability, accuracy, continuity of function, and integrity required for the operation.

c. Reduced Precision CAT I Landing Minima.

(1) Reduced Landing Minima – 200 feet DH and 1800 RVR. The certificate holder is authorized precision CAT I landing minima as low as 1800 RVR to approved runways without TDZ lights and/or runway centerline (RCL) lights, including runways with installed but inoperative TDZ lights and/or RCL lights, in accordance with the following requirements:

(a) The authorized airplane(s) must be equipped with an approved FD, AP, or HUD approved for at least CAT I operations that provides guidance to DA. The flightcrew must be required to engage the FD, AP, or HUD as applicable and use it to DA or initiation of missed approach unless adequate visual references with the runway environment are established that allow the safe continuation to a landing. Single pilot operations are prohibited from using the FD to reduced CAT I landing minima without the accompanying use of an AP or HUD.

(b) Should the FD, AP, or HUD malfunction or be disengaged during the approach, the flightcrew must execute a missed approach unless the approach can be continued with the use of an operational FD, AP, or HUD, or visual reference to the runway environment has been established.

(c) The flightcrew must demonstrate proficiency in ILS, GLS, and /or RNAV (GPS) with LPV DA/HAT less than 250 feet approaches to minimums using the FD, AP, or HUD as applicable.

(d) The Part 97 SIAP must have an 1800 RVR minimum.

d. Limitations and Provisions for IAPs at Foreign Airports.

(1) Unless otherwise authorized by these operations specifications, the certificate holder shall not use any IFR IAP at any foreign airport unless:

(a) The procedure has been constructed using criteria based on FAA Order 8260.3, or other special criteria approved by the headquarters Flight Technologies and Procedures Division (AFS-400), or the procedure has been constructed using criteria prescribed by the ICAO Doc 8168, Procedures for Air Navigation Services, and,

(b) The visibility, RVR, or Converted Meteorological Visibility (CMV) is based on FAA Order 8260.3, or the applicable European Union (EU) or European Aviation Safety Agency (EASA) regulation or ICAO Doc 9365, Manual of All Weather Operations, Third Edition, and,

(c) The DH/MDA shall not be below 200 feet HATh unless authorized by these operations specifications.

(2) The certificate holder may not conduct operations using RNP-AR or "RNP-Like" foreign procedures unless the certificate holder is authorized nonstandard paragraph C384 or paragraph C358, respectively, and the procedures are authorized from within the applicable paragraph.

(3) Foreign approach lighting systems compliant with the ICAO Annex 14 Standards and Recommended Practices (SARPS) or equivalent to U.S. standards are authorized for non-precision, APV, and precision instrument approaches. Sequenced flashing lights are not required when determining the equivalence of a foreign approach lighting system to U.S. standards.

(4) For straight-in landing minima at foreign airports where an MDA(H) or DA(H) is not provided, the lowest authorized MDA(H) or DA(H) shall be obtained as follows:

(a) When an Obstruction Clearance Limit (OCL) is specified, the authorized MDA(H) or DA(H) is the sum of the OCL and the airport elevation. The MDA(H) may be rounded to the next higher 10-foot increment.

(b) When an Obstacle Clearance Altitude (OCA)/Obstacle Clearance Height (OCH) is specified, the authorized MDA(H) or DA(H) is equal to the OCA/OCH as adjusted by any operational requirement to increase the altitude/height. For non-precision approaches, the authorized MDA(H) may be expressed in intervals of 10 feet.

(5) When conducting an IAP outside the United States, the certificate holder shall not operate an aircraft below the prescribed MDA(H) or continue an approach below the DA(H), unless the aircraft is in a position from which a normal approach to the runway of intended landing can be made and at least one of the following visual references is clearly visible to the pilot:

(a) Runway, runway markings, or runway lights.

(b) Approach light system (in accordance with 14 CFR § 91.175(c)(3)(i)).

(c) Threshold, threshold markings, or threshold lights.

(d) Touchdown zone (TDZ), TDZ markings, or TDZ lights.

(e) Visual glidepath indicator (such as VASI, PAPI).

(f) Runway end identifier lights.

(6) Approaches to runways with published minima as low as 1800 RVR (550m) without installed RCL and/or TDZ lighting or with inoperative RCL and/or TDZ lighting are authorized as long as the requirements of subparagraph c (1)(a-c) of this operations specification are met.

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

Digitally signed by George J. O'Connor Jr., Principal Operations Inspector (AL03)
[1] EFFECTIVE DATE: 2/19/2021, [2] AMENDMENT #: 14
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3. I hereby accept and receive the Operations Specifications in this paragraph.

Digitally signed by Alan G Larson, Operations Manager
[1] SUPPORT INFO: Template updated for Cat 1 Ops
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C054 . Special Limitations and Provisions for Instrument Approach Procedures and Instrument Flight Rules Landing Minimums

HQ Control: 11/28/2017

HQ Revision: 03a

a. High-Minimum PIC Provisions. A PIC who has not met the requirements of 14 CFR Part 135, § 135.225(e), must use the high-minimum pilot RVR landing minimum equivalents as determined from Table 1 below.

Table 1 – High-Minimum PIC RVR Landing Minimum Equivalents

RVR Landing Minimum as Published	RVR Landing Minimum Equivalent required for High-Minimum Pilots
RVR 1800	RVR 4500
RVR 2000	RVR 4500
RVR 2400	RVR 5000
RVR 3000	RVR 5000
RVR 4000	RVR 6000
RVR 5000	RVR 6000

b. Limitations on the Use of Landing Minimums for Turbojet Airplanes.

(1) A PIC of a turbojet airplane must not conduct an IAP when visibility conditions are reported to be less than ¾ statute mile (sm) or RVR 4000 until that pilot has been specifically qualified to use the Lower Landing Minimums (LLM).

(2) If the destination visibility conditions are forecast to be less than ¾ sm or RVR 4000, the following conditions must be met:

(a) The destination runway length must be determined prior to takeoff to be at least 115 percent of the runway field length required by the provisions of § 135.385(b); and

(b) Precision instrument (all weather) runway markings or runway centerline (RCL) lights must be operational on that runway unless authorized to conduct Enhanced Flight Vision System (EFVS) operations and use EFVS operational minimums.

(3) If unforecast adverse weather or failures occur, the PIC must not begin the final approach segment of an instrument approach unless the runway length needed for landing is determined prior to approach. The runway surface composition and length, reported runway and weather conditions, AFM limitations, operational procedures, and airplane equipment status must be considered.

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

Digitally signed by Charles Strange, Principal Maintenance Inspector (AL03)
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3. I hereby accept and receive the Operations Specifications in this paragraph.

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DATE: 2017.12.20 10:41:58 -06:00

C055 . Alternate Airport IFR Weather Minimums **HQ Control: 12/04/2018**
HQ Revision: 050

a. The certificate holder is authorized to derive alternate airport weather minimums from Table 1 below, according to the limitations and provisions of this operations specification.

Table 1 - Alternate Airport IFR Weather Minimums

Approach Facility Configuration	Ceiling	Visibility
For airports with at least one operational navigational facility providing a straight-in nonprecision approach procedure, or CAT I precision approach, or, when applicable, a circling maneuver from an IAP.	Add 400 ft to MDA(H) or DA(H), as applicable.	Add 1 statute mile (sm) or 1600 m to the landing minimum.
For airports with at least two operational navigational facilities, each providing a straight-in approach procedure to different suitable runways.	Add 200 ft to higher DA(H) or MDA(H) of the two approaches used.	Add ½ sm or 800 m to the higher authorized landing minimum of the two approaches used.

b. Special Limitations and Provisions.

(1) The certificate holder must not use an alternate airport weather minimum other than any applicable minimum derived from Table 1. The certificate holder must not use any GPS-based IAP unless the certificate holder is authorized to conduct GPS-based IAP and meets the requirements in subparagraph b(8).

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

(3) When determining the suitability of a runway, wind (including gust) must be forecast to be within operating limits (including reduced visibility limits) and should be within the manufacturer's maximum demonstrated crosswind.

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

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

(6) For operations outside the United States, because of variations in the international metric weather forecasting standards, 700 m may be used in lieu of 800 m.

(7) Credit for alternate minimums based on CAT II or CAT III capability is authorized if the certificate holder is approved for engine inoperative CAT III operations under operations specification C060, Category II and Category III Instrument Approach and Landing Operations.

(8) Use of GPS-Based IAP Minimums at an Alternate Airport. The certificate holder may use GPS-based IAP with the airplane make, model, and series (M/M/S) listed in Table 2. If no authorizations appear in Table 2, GPS-based IAP minimums are not authorized at an alternate airport. Examples of GPS-based IAP include GPS, RNAV (GPS), and RNAV (RNP).

Table 2 - GPS-Based IAP Authorizations

Airplane M/M/S	Conditions and Limitations	Remarks
BE-99-99	Subparagraph b8(e)(i)	N/A
BE-18-C45H	Subparagraph b8(e)(iii)	N/A
SA-227-AC	Subparagraph b8(e)(i)	N/A
DC-3-SUPER	Subparagraph b8(e)(i)	N/A
DC-3-R4D8	Subparagraph b8(e)(i)	N/A
BE-200-200	Subparagraph b8(e)(i)	N/A
BE-200-A200CT	Subparagraph b8(e)(i)	N/A

(a) Before the certificate holder is authorized to plan for the lines of minimums specified below, the certificate holder must be approved to conduct GPS-based IAP under operations specification C052, Straight-in Non-Precision, APV, and Category I Precision Approach and Landing Minima - All Airports, and if applicable, RNAV (RNP) IAP if issued operations specification C384, Required Navigation Performance (RNP) Procedures with Authorization Required (AR).

(b) The certificate holder with either a Technical Standard Order (TSO)-C129( ) or a TSO-C196( ) navigation system must perform a preflight receiver autonomous integrity monitoring (RAIM) prediction for the airport where the GPS-based IAP will be flown. The certificate holder must also ensure that the conventional approach (at destination) can be flown without reliance on GPS. The certificate holder must check NOTAMs as part of the preflight planning activities.

(c) The certificate holder with either a TSO-C145( ) or a TSO-C146( ) navigation system must review appropriate Aeronautical Information Services (AIS) and NOTAMs for wide area augmentation system (WAAS) service outages.

(d) The certificate holder may use suitable RNAV systems for flight planning at an alternate airport, provided planned availability of the substitute means of navigation is confirmed (e.g., NOTAMs and RAIM prediction for use of GPS and NOTAM/AIS checks for use of WAAS). The certificate holder may plan for a conventional approach at the destination and may plan to use a substitute means of navigation based on GPS at the alternate airport, not including substitution for the navigation aid providing lateral guidance on the final approach segment, unless otherwise authorized. For example, the certificate holder may use GPS to substitute for an out-of-service VOR that supports an ILS missed approach procedure at an alternate airport (unless the procedure is NOTAM'd “not authorized”).

(e) The certificate holder may use GPS-based IAP with the airplane M/M/S listed in Table 2 according to the conditions and limitations in subparagraphs b(8)(e)(i) through (iv), as indicated in the

"Conditions and Limitations" column for each airplane M/M/S.

(i) The certificate holder must have a navigation system, either a TSO-C129( ) or a TSO-C196( ), that includes fault detection and exclusion (FDE) capability to utilize GPS-based IAP at either the destination or an alternate (not both). At the alternate, if not equipped with barometric vertical navigation (baro-VNAV) the certificate holder must only plan to lateral navigation (LNAV) (or circling) minimum descent altitude (height) (MDA(H)).

(ii) The certificate holder must have a navigation system, either a TSO-C129( ) or a TSO-C196( ), that includes FDE capability and is equipped with baro-VNAV to utilize GPS-based IAP at either the destination or an alternate (not both). At the alternate, the certificate holder may plan to LNAV (or circling) MDA(H) or LNAV/VNAV decision altitude (height) (DA(H)) if using baro-VNAV. The certificate holder authorized under operations specification C384, utilizing an RNAV (RNP) IAP at the alternate, must plan to no lower than an RNP 0.30 DA(H).

(iii) The certificate holder must have a navigation system, either a TSO-C145( ) or a TSO-C146( ), and may utilize GPS-based IAP at both the destination and an alternate. At the alternate, if not equipped with and using baro-VNAV, the certificate holder must only plan to LNAV (or circling) MDA(H).

(iv) The certificate holder must have a navigation system, either a TSO-C145( ) or a TSO-C146( ), equipped with baro-VNAV, to utilize GPS-based IAP at both the destination and an alternate. At the alternate, the certificate holder may plan for LNAV (or circling) MDA(H) or LNAV/VNAV DA(H) if using baro-VNAV. The certificate holder authorized under operations specification C384, utilizing an RNAV (RNP) IAP at the alternate, must plan to no lower than an RNP 0.30 DA(H).

(9) The certificate holder may not file for GPS-based IAP at a designated Extended Operations (ETOPS) alternate airport unless authorized by the Air Transportation Division (AFS-200).

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

Digitally signed by Howery, James, Principal Operations Inspector (AL03)
[1] EFFECTIVE DATE: 8/25/2025,
[2] AMENDMENT #: 11
DATE: 2025.08.25 17:51:39 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.
   Digitally signed by LARSON, ALAN on behalf of Larson, Alan, Industry Consultant
   [1] SUPPORT INFO: Additional IFR Aircraft
   DATE: 2025.08.22 23:42:47 -05:00

C057 . IFR Takeoff Minimums, 14 CFR Part 135 Airplane Operations - All Airports

HQ Control: 01/13/2000
HQ Revision: 02a

Standard takeoff minimums are defined as 1 statute mile visibility or RVR 5000 for airplanes having 2 engines or less and 1/2 statute mile visibility or RVR 2400 for airplanes having more than 2 engines. RVR reports, when available for a particular runway, shall be used for all takeoff operations on that runway. All takeoff operations, based on RVR, must use RVR reports from the locations along the runway specified in this paragraph.

a. When a takeoff minimum is not published, the certificate holder may use the applicable standard takeoff minimum and any lower than standard takeoff minimums authorized by these operations specifications. When standard takeoff minimums or greater are used, the Touchdown Zone RVR report, if available, is controlling.

b. When a published takeoff minimum is greater than the applicable standard takeoff minimum and an alternate procedure (such as a minimum climb gradient compatible with airplane capabilities) is not prescribed, the certificate holder shall not use a takeoff minimum lower than the published minimum. The Touchdown Zone RVR report, if available, is controlling.

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

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

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

Digitally signed by Stephen Stewart, Principal Operations Inspector (AL03)
[1] SUPPORT INFO: Reissued in order that all OPSS will be digitally signed.
[2] EFFECTIVE DATE: 7/23/2013, [3] AMENDMENT #: 2
DATE: 2013.07.23 12:22:43 -05:00

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

Digitally signed by Alan G Larson on behalf of Larson, Andrea S, Agent for Service
DATE: 2013.06.19 11:47:38 -05:00

C063 . Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations **HQ Control: 03/07/2016**
HQ Revision: 04b

a. The certificate holder is authorized to conduct IFR RNAV 1 and/or RNP 1 instrument departure procedures (DP); RNAV 1 and/or RNP 1 Standard Terminal Arrival Routes (STAR) published in accordance with 14 CFR Part 97; and/or tailored arrivals (TA) using approved RNAV systems to the airports and runways approved for such operations, and must conduct all such operations in accordance with the provisions of these operations specifications.

b. Bundling and Authorized Airplane/Equipment. In Table 1 below, listed under Navigation Specification(s) are six bundled options starting with Advanced RNP (A-RNP), RNP 1, TA, and RNAV 1. Lesser bundles are also available with the following options: RNP 1, RF, TA, and RNAV 1; RNP 1, RF, and RNAV 1; RNP 1, TA, and RNAV 1; RNP 1 and RNAV 1; or RNAV 1 only. As a minimum for A-RNP, the certificate holder must be qualified for the following advanced capabilities: scalability, Radius to Fix (RF), and parallel offset. Additionally, the A-RNP certificate holder must have adequate continuity for the operation.

Table 1-Airplane(s), RNAV Equipment, Navigation Specification(s)

Airplane M/M/S	Compliant RNAV System(s) and Software			Navigation Specification(s)	Additional Capabilities	Limitations and Provisions
	Manufacturer	Model/HW Part #	Software Part/Ver. #			
BE-18-C45H	Apollo	CNX 80W	Main - 2.30 or latter, GPS - 3.20 or later	RNP 1/RNAV 1	N/A	N/A
BE-99-99	Garmin	GNC 530	Main - 3.11 or later, GPS - 3.03 or later	RNP 1/RNAV 1	N/A	N/A
BE-99-99	Garmin	GNC 300XL	Main - 2.10 or later, GPS - 1.0 or later	RNP 1/RNAV 1	N/A	N/A
SA-227-AC	Garmin	GNS 530W - P/N 11-01064-00	Main - 5.40 or later, GPS - 5.0 or later	RNP 1/RNAV 1	N/A	N/A
SA-227-AC	Garmin	GNS 530T - P/N 011-00940-00	Main - 6.04 or later, GPS - 3.03 or later	RNP 1/RNAV 1	N/A	N/A
DC-3-R4D8	Garmin	GNS 530W - P/N 11-01064-40	Main - 3.11 or later, GPS - 3.30 or later	RNP 1/RNAV 1	N/A	N/A
DC-3-R4D8	Garmin	GNS 430 - P/N 011-00280-10	Main - 5.04 or later, GPS - 3.1 or later	RNP 1/RNAV 1	N/A	N/A
DC-3-SUPER	Garmin	GNS 530T - P/N 011-00940-00	Main - 3.11 or later, GPS = 3.03 or later	RNP 1/RNAV 1	N/A	N/A
BE-200-200	Garmin	GNT 750W - P/N 011-01065-40	Main - 6.62 or later, GPS - 5.2 or later	RNP 1/RNAV 1	N/A	N/A

Airplane M/M/S	Compliant RNAV System(s) and Software			Navigation Specification(s)	Additional Capabilities	Limitations and Provisions
	Manufacturer	Model/HW Part #	Software Part/Ver. #			
BE-200-200	Garmin	GNT 655W - P/N 011-02256-80	Main - 6.30 or later, GPS - 5.3 or later	RNP 1/RNAV 1	N/A	N/A
BE-200-200	Garmin	GNS 530W - P/N 11-01064-40	Main - 5.40 or later, GPS - 5.0 or later	RNP 1/RNAV 1	N/A	N/A
BE-200-A200CT	Garmin	GNS 530WT - P/N 011-01065-40	Main - 5.40 or later, GPS - 5.0 or later	RNP 1/RNAV 1	N/A	N/A
BE-200-A200CT	Garmin	GNS 430W - P/N 011-01060-40	Main - 5.30 or later, GPS - 5.0 or later	RNP 1/RNAV 1	N/A	N/A

c. Additional Capabilities. Fixed Radius Transition (FRT) and/or Time of Arrival Control (TOAC) may be selected in Table 1 under Additional Capabilities for those who qualify for A-RNP.

d. The certificate holder must maintain the airplane and equipment listed in Table 1 above using an established maintenance program that addresses these RNAV requirements.

e. Flightcrew Qualifications. Flightcrews must not conduct operations approved by this operations specification until qualified in accordance with the certificate holder's approved training program for RNAV 1 and/or RNP 1 DPs, STARs operations, and/or TAs.

f. For Part 135 operators that have no manuals, the approved procedures required for this authorization are as follows:

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

Digitally signed by James M Howery, Principal Operations Inspector (AL03)
[1] EFFECTIVE DATE: 6/5/2025, [2] AMENDMENT #: 0
DATE: 2025.06.05 10:35:24 -05:00

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

Digitally signed by Alan G Larson, Industry Consultant
[1] SUPPORT INFO: Updated Table
DATE: 2025.06.01 21:24:31 -05:00

C064 . Terminal Area IFR Operations in Class G Airspace and at Airports Without an Operating Control Tower-- Nonscheduled Passenger and All-Cargo Operations

HQ Control: 12/17/2003

HQ Revision: 03a

The certificate holder is authorized to conduct nonscheduled passenger and all-cargo (scheduled and nonscheduled) terminal area IFR operations in Class G airspace or at airports without an operating control tower specified in accordance with the limitations and provisions of this paragraph. The certificate holder shall not conduct any other terminal area IFR operations under this operations specification.

a. The certificate holder is authorized to conduct these operations, provided that the certificate holder determines that:

(1) The airport is served by an authorized instrument approach procedure.

(2) The airport has an approved source of weather or in accordance with the provisions for conducting the flight under the eligible on-demand authorization.

(3) The airport has a suitable means for the pilot-in-command to acquire timely air traffic advisories and the status of airport services and facilities.

(4) The facilities and services necessary to safely conduct IFR operations are available and operational at the time of the particular operation.

b. The certificate holder is authorized to designate and use an alternate or diversionary airport which will involve terminal area IFR operations in Class G airspace or at airports without an operating control tower provided that at the time of any operation to that alternate or diversionary airport, the certificate holder determines that the provisions specified in subparagraphs a(1) through (4) are met.

c. Except as provided in operations specifications paragraph C077, all 14 CFR Part 135 turbojet and all Part 121 operations in the terminal area are conducted under instrument flight rules.

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

Digitally signed by Stephen Stewart, Principal Operations Inspector (AL03)
[1] SUPPORT INFO: Reissued in order that all OPSS will be digitally signed.
[2] EFFECTIVE DATE: 7/23/2013, [3] AMENDMENT #: 3
DATE: 2013.07.23 12:22:43 -05:00

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

Digitally signed by Alan G Larson on behalf of Larson, Andrea S, Agent for Service
DATE: 2013.06.19 11:50:45 -05:00

C075 . Category I IFR Landing Minimums - Circle-to-Land Approach Maneuver

HQ Control: 04/27/2001
HQ Revision: 020

The certificate holder is authorized Category (CAT) I IFR landing minimums for circle-to-land approach maneuvers in accordance with the limitations and provisions of this operations specification.

a. The lowest authorized IFR landing minimum for instrument approaches, which require a circle-to-land maneuver to the runway of intended landing, shall be determined for a particular aircraft by using the speed category appropriate to the highest speed used during the circle-to-land maneuver.

b. Aircraft operating under IFR during all circle-to-land maneuvers are required to remain clear of clouds. If visual reference to the airport is lost while conducting a circle-to-land maneuver the missed approach procedure specified for the applicable instrument approach must be followed, unless an alternate missed approach procedure is specified by ATC.

c. All Certificate Holders- Training and Checking Provided . If the certificate holder provides training and checking the following subparagraphs c(1) through c(3) apply.

(1) The certificate holder shall use the highest of the following landing minimums for an instrument approach that requires a circle-to-land maneuver to align the aircraft with the runway of intended landing when a straight-in landing from an instrument approach is not possible or is not desirable:

(a) The circling landing minimum specified by the applicable instrument approach procedure, or

(b) A landing minimum specified in the following table.

Speed Category	HAA	Visibility in Statute Miles
Less than 91 kts	350’	1
91 to 120 kts	450’	1
121 to 140 kts	450’	1½
141 to 165 kts	550’	2
Above 165 kts	1000’	3

(2) The certificate holder shall conduct authorized circle-to-land maneuvers using only pilots who:

(a) Are not required by a pilot certificate restriction to conduct circling approaches in VMC conditions only; and,

(b) Have successfully completed an approved training program (if required) and a proficiency check for the circle-to-land maneuver. The training program must specifically include the circle-to-land maneuver. Satisfactory completion of an Advanced Qualification Program (AQP)

validation of the circle-to-land maneuver satisfies this requirement.

(3) The certificate holder is authorized to use the following aircraft to conduct circle-to-land maneuvers when training and checking are provided (if none are authorized, enter N/A):

Table 1

Aircraft Make/Model/Series
BE-99-99
BE-18-C45H
SA-227-AC
DC-3-AS4C4G
DC-3-SUPER
DC-3-R4D8
BE-200-200
BE-200-A200CT

d. If Foreign Airports are Authorized . The following special limitations and provisions for instrument approach procedures apply at foreign airports.

(1) Foreign approach lighting systems equivalent to U.S. standards are authorized for precision, precision-like (other than ILS, MLS, or GLS), and nonprecision instrument approaches. Sequenced flashing lights are not required when determining the equivalence of a foreign approach lighting system to U.S. standards.

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

(a) When an obstruction clearance limit (OCL) is specified, the authorized MDA(H) or DA(H) is the sum of the OCL and the touchdown zone elevation (TDZE). If the TDZE for a particular runway is not available, threshold elevation shall be used. If threshold elevation is not available, airport elevation shall be used. For approaches other than ILS, MLS, or GLS, the MDA (H) may be rounded to the next higher 10-foot increment.

(b) When an obstacle clearance altitude (OCA)/obstacle clearance height (OCH) is specified, the authorized MDA(H) or DA(H) is equal to the OCA/OCH. For approaches other than ILS, MLS, or GLS, the authorized MDA(H) may be expressed in intervals of 10 feet.

(c) The HAT or HAA used for precision approaches shall not be below those specified in subparagraph a of this operations specification.

(3) When only an OCL or an OCA/OCH is specified, visibility and/or RVR minimums appropriate to the authorized HAA/HAT values determined in accordance with subparagraph b(2) above will be established in accordance with criteria prescribed by U.S. TERPS or Joint Aviation Authorities, Joint Aviation Requirements, operational agreements, Part 1 (JAR-OPS-1).

(4) When conducting an instrument approach procedure outside the United States, the certificate holder shall not operate an aircraft below the prescribed MDA(H) or continue an

approach below the DA(H), unless the aircraft is in a position from which a normal approach to the runway of intended landing can be made and at least one of the following visual references is clearly visible to the pilot:

(a) Runway, runway markings, or runway lights.

(b) Approach light system (in accordance with 14 CFR section 91.175(c)(3)(i)).

(c) Threshold, threshold markings, or threshold lights.

(d) Touchdown zone, touchdown zone markings, or touchdown zone lights.

(e) Visual glidepath indicator (such as VASI or PAPI).

(f) Runway-end identifier lights.

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

Digitally signed by James M Howery, Principal Operations Inspector (AL03)
[1] EFFECTIVE DATE: 6/4/2025, [2] AMENDMENT #: 10
DATE: 2025.06.04 12:21:30 -05:00

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

Digitally signed by Alan G Larson, Industry Consultant
[1] SUPPORT INFO: Added Aircraft
DATE: 2025.05.27 21:26:05 -05:00

C076 . Category I IFR Landing Minimums - Contact Approaches

HQ Control: 11/03/2017
HQ Revision: 01a

a. The certificate holder shall not use any IFR Category I landing minimum lower than that prescribed by the applicable published instrument approach procedure. The IFR landing minimums prescribed in paragraph C052, for straight-in nonprecision, APV, and Category I precision approach and landing minima, of this operations specification are the lowest Category I minimums authorized for use at any airport.

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

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

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

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

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

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

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

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

c. If Applicable, Special Limitations and Provisions for Instrument Approach Procedures at Foreign Airports.

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

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

(a) When an obstruction clearance limit (OCL) is specified, the authorized MDA(H) or DA(H) is the sum of the OCL and the touchdown zone elevation (TDZE). If the TDZE for a particular runway is not available, threshold elevation shall be used. If threshold elevation is not available, airport elevation shall be used. For approaches other than ILS, MLS, or GLS, the MDA (H) may be rounded to the next higher 10-foot increment.

(b) When an obstacle clearance altitude (OCA)/obstacle clearance height (OCH) is specified, the authorized MDA(H) or DA(H) is equal to the OCA/OCH. For approaches other than ILS, MLS, or GLS, the authorized MDA(H) may be expressed in intervals of 10 feet.

(c) The HAT or HAA used for precision approaches shall not be below those specified in subparagraph a of this operations specification.

(3) When only an OCL or an OCA/OCH is specified, visibility and/or RVR minimums appropriate to the authorized HAA/HAT values determined in accordance with subparagraph c(2) above will be established in accordance with criteria prescribed by U.S. TERPS or the applicable European Union (EU) or European Aviation Safety Agency (EASA) regulation or ICAO Doc 9365, Manual of All Weather Operations, Third Edition.

(4) When conducting an instrument approach procedure outside the United States, the certificate holder shall not operate an aircraft below the prescribed MDA(H) or continue an approach below the DA(H), unless the aircraft is in a position from which a normal approach to the runway of intended landing can be made and at least one of the following visual references is clearly visible to the pilot:

(a) Runway, runway markings, or runway lights.

(b) Approach light system (in accordance with 14 CFR Section 91.175(c)(3)(i)).

(c) Threshold, threshold markings, or threshold lights.

(d) Touchdown zone, touchdown zone markings, or touchdown zone lights.

(e) Visual glidepath indicator (such as, VASI, PAPI).

(f) Runway end identifier lights.

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

Digitally signed by Charles Strange, Principal Maintenance Inspector (AL03)
[1] SUPPORT INFO: New non-mandatory template issued by FAA Headquarters
[2] EFFECTIVE DATE: 12/14/2017, [3] AMENDMENT #: 4
DATE: 2017.12.14 19:59:42 -06:00

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

Digitally signed by Alan G Larson, Operations Manager
DATE: 2017.12.28 11:34:07 -06:00

C081. Special Instrument and RNAV Visual Flight Procedures **HQ Control: 10/26/2015**
HQ Revision: 010

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

Table 1 - Authorized Airports, Procedures and Airplanes

Airport Identifier (ICAO)	Procedure Name, ORIG or AMDT NO.	Airport State	Airplane M/M/S	Limitations and Provisions
PADQ; KODIAK, AK	ILS Z OR LOC Z RWY 26, AMDT 4A	AK	BE-18-C45H|BE-200-200|BE-200-A200CT|BE-99-99|DC-3-R4D8|DC-3-SUPER|SA-227-AC	
PADQ; KODIAK, AK	VOR DME RWY 26, AMDT 1-05/26/2016	AK	BE-18-C45H|BE-200-200|BE-200-A200CT|BE-99-99|DC-3-R4D8|DC-3-SUPER|SA-227-AC	
(VDZ) Valdez, AK	LDA/DME-G, AMDT 2A-8/10/2023	AK	BE-18-C45H|BE-200-200|BE-200-A200CT|BE-99-99|DC-3-R4D8|DC-3-SUPER|SA-227-AC	
(VDZ) Valdez, AK	RNAV (GPS)-B, AMDT 1A-10/5/2023	AK	BE-18-C45H|BE-200-200|BE-200-A200CT|BE-99-99|DC-3-R4D8|DC-3-SUPER|SA-227-AC	
(VDZ) Valdez, AK	JOHNSTONE PNT.TWO DP, 08/22/2013	AK	BE-18-C45H|BE-200-200|BE-200-A200CT|BE-99-99|DC-3-R4D8|DC-3-SUPER|SA-227-AC	
PADU; UNALASKA, AK	RNAV(GPS) RWY 31, Orig-A	AK	BE-18-C45H|BE-200-200|BE-200-A200CT|BE-99-99|DC-3-R4D8|DC-3-SUPER|SA-227-AC	
PADU; UNALASKA, AK	RNAV(GPS) RWY 13, Orig	AK	BE-18-C45H|BE-200-200|BE-200-A200CT|BE-99-99|DC-3-R4D8|DC-3-SUPER|SA-227-AC	
PABP; DEADHORSE/PRUDHOE BAY, AK (FAA LID AK78)	RNAV (GPS) RWY 22, ORIG-A	AK	BE-18-C45H|BE-200-200|BE-200-A200CT|BE-99-99|DC-3-R4D8|DC-3-SUPER|SA-227-AC	
PABP; DEADHORSE/PRUDHOE BAY, AK (FAA LID AK78)	RNAV (GPS) RWY 4, ORIG-A	AK	BE-18-C45H|BE-200-200|BE-200-A200CT|BE-99-99|DC-3-R4D8|DC-3-SUPER|SA-227-AC	

b. Additional Requirements. The following operations specifications may be required for the

authorization of specific procedures in this operations specification, C081.

1. The certificate holder must be authorized C052, Straight-In Non-Precision, APV and Category I Precision Approach and Landing Minima-All Airports. The "type" of approach authorized in Table 1 above, other than RVFP and RNP AR-like, must be authorized in C052.

2. The certificate holder should be issued operations specification C384, Required Navigation Performance (RNP) Procedures with Authorization Required (AR), if an RNP AR-like special procedure is authorized in Table 1 above. The authorization in C384 must contain the "lowest RNP" and "additional aircraft capabilities" meeting the requirements of the special procedure.

3. Operations specification C063, Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations; C064, Terminal Area IFR Operations in Class G Airspace and at Airports Without an Operating Control Tower – Nonscheduled Passenger and All Cargo Operations; C077, Terminal Flight Rules Limitations and Provisions; and/or C080, Terminal Area IFR Operations in Class G Airspace and at Airports Without an Operating Control Tower for Scheduled Passenger Operations may be required.

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

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

Digitally signed by Howery, James, Principal Operations Inspector (AL03)
[1] EFFECTIVE DATE: 8/25/2025,
[2] AMENDMENT #: 8
DATE: 2025.08.25 17:51:39 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.
   Digitally signed by LARSON, ALAN on behalf of Larson, Alan, Industry Consultant
   [1] SUPPORT INFO: ADQ Approach procedure updated by FAA
   DATE: 2025.08.12 12:17:25 -05:00

Table of Contents

Part D

D072 . Aircraft Maintenance - Continuous Airworthiness Maintenance Program (CAMP) Authorization

HQ Control: 11/27/2024
HQ Revision: 01d

a. The certificate holder is authorized to conduct operations under 14 CFR Part 135 using the aircraft identified in the certificate holder's aircraft listing providing the conditions of this operations specification are met.

b. Each aircraft listed in Table 1 below is authorized for use and must be maintained in accordance with the Continuous Airworthiness Maintenance Program (CAMP) per Part 135, § 135.411(a)(2), (b), and (d) and limitations specified in these operations specifications.

c. To fulfill the certificate holder's responsibility to maintain its aircraft in an airworthy condition, the CAMP must be sufficiently comprehensive in scope and detail. The CAMP must be included in the certificate holder's manual and comply with all applicable 14 CFR requirements and standards prescribed and accepted by the Administrator.

d. Each aircraft and its component parts, accessories, and appliances are maintained in an airworthy condition in accordance with the time limits for the accomplishment of the overhaul, replacement, periodic inspection, and routine checks of the aircraft and its component parts, accessories, and appliances. Time limits or standards for determining time limits must be contained in these operations specifications or in a document accepted by the Administrator and referenced in these operations specifications.

e. Items identified as "on condition" must be maintained in a continuous airworthy condition by periodic inspections, checks, service, repair, and/or preventive maintenance. The procedures and standards for inspections, checks, service, repair, and/or preventive maintenance, checks or tests, must be described in the certificate holder's manual.

f. Parts or subassemblies of components that do not have specific time intervals must be checked, inspected, and/or overhauled at the same time limitations specified for the component or accessory to which such parts or subassemblies are related or included at the time period indicated for the Air Transport Association (ATA) chapter heading.

Table 1 - Aircraft Authorized CAMP

Aircraft M/M/S	CAMP Document(s)
DC-3-R4D8	TransNorthern Super DC-3 CAMP - Current Revision
DC-3-SUPER	TransNorthern Super DC-3 CAMP - Current Revision
SA-227-AC	TransNorthern SA227-AC CAMP - Current Revision

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

Digitally signed by Shawn E. Toth, Principal Maintenance Inspector (AL03)
[1] SUPPORT INFO: New Non Mandatory Template Change issued by HQ. (SET)
[2] EFFECTIVE DATE: 5/22/2025, [3] AMENDMENT #: 16
DATE: 2025.06.04 16:15:52 -05:00

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

Digitally signed by Alan G Larson, Industry Consultant
[1] SUPPORT INFO: FAA issued Template update
DATE: 2025.05.22 21:20:11 -05:00

D073 . Approved Aircraft Inspection Program (AAIP)

HQ Control: 09/09/2015
HQ Revision: 010

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

1. Each aircraft listed in Table 1 below, is inspected in accordance with that program.

2. The AAIP program is for any make and model of aircraft for which the certificate holder has the exclusive use of at least one aircraft (as defined in § 135.25(b)).

3. The program includes instructions and procedures for the conduct of aircraft inspections (which must include necessary tests and checks), setting forth in detail the parts and areas of the airframe, engines, propellers, rotors, and appliances, including emergency equipment, that must be inspected,

4. The program includes a schedule for the performance of the aircraft inspections expressed in terms of time in service, calendar time, number of system operations, or any combination of these.

5. The program includes instructions and procedures for recording discrepancies found during inspections and correction or deferral of discrepancies, including form and disposition of records.

6. The certificate holder includes the approved aircraft inspection program in its manual required by § 135.21.

Table 1 - Aircraft on Approved Aircraft Inspection Program

Aircraft Registration Number	Aircraft Serial Number	Aircraft M/M/S	Approved Aircraft Inspection Program Document Name	FAA Program Approval Date
N404CK	AF-297	BE-18-C45H	TransNorthern AAIP, Current Revision, Volpar D-110, Honeywell 72-00-92	05/14/2014

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

Digitally signed by Jere F. Just, Principal Maintenance Inspector (AL03)
[1] SUPPORT INFO: Mandatory template change
[2] EFFECTIVE DATE: 9/8/2016, [3] AMENDMENT #: 1
DATE: 2016.09.08 17:59:13 -05:00

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

Digitally signed by Alan G Larson on behalf of Larson, Andrea S, Agent for Service
[1] SUPPORT INFO: template update
DATE: 2016.07.26 09:38:43 -05:00

D084 . Special Flight Permit with Continuous Authorization to Conduct Ferry Flights **HQ Control: 02/03/2011**
HQ Revision: 050

a. The certificate holder is authorized to conduct ferry flights using a special flight permit with continuous authorization in accordance with the limitations and provisions of this operations specification.

b. This special flight permit with continuous authorization is the certificate holder's authorization to fly an aircraft that may not meet applicable airworthiness requirements but is capable of safe flight to a base where necessary maintenance or alterations are to be performed.

c. This authorization applies only to those aircraft listed on operations specification paragraph D085.

d. This authorization permits an aircraft to be moved to a repair facility to perform work required by an airworthiness directive unless the airworthiness directive states otherwise or it is determined that the aircraft cannot be moved safely.

e. A copy of this operations specification, or appropriate sections of the certificate holder's manual which restate this permit, shall be carried on board the aircraft when operating under a special flight permit.

f. Before operating an aircraft that does not meet applicable airworthiness requirements, the certificate holder shall determine that the aircraft can safely be flown to a station where maintenance or alterations are to be performed.

(1) The certificate holder shall have the aircraft inspected or evaluated according to procedures in its manual and have a certificated mechanic or repairman certify in the aircraft record that the aircraft is in a safe condition for the flight as specified in the operator's manual.

(2) The certificated mechanic or repairman may certify only for the work for which he or she is employed.

g. This operations specification is not required for conducting a ferry flight with one engine inoperative in accordance with Section 91.611 as long as all the applicable requirements of that section are met.

h. Only flight crewmembers and persons essential to operations of the aircraft shall be carried aboard during ferry flights where the aircraft flight characteristics may have been appreciably changed or its operation in flight substantially affected.

i. Flights shall be conducted according to the approved program for continuing flight authorization listed in Table 1 below.

Table 1 - Aircraft Maintenance Documents
TransNorthern General Maintenance Manual Section C, page 10-12; CAFP

j. Aircraft involved in an accident or incident may not be ferried before it is released by the NTSB and the local FAA District Office is notified.

k. The certificate holder shall impose any further conditions or limitations necessary for safe flight.

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

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

Digitally signed by Shawn E. Toth, Principal Maintenance Inspector (AL03)
[1] SUPPORT INFO: CH requested addition Of D084. (SET)
[2] EFFECTIVE DATE: 8/24/2023, [3] AMENDMENT #: 0
DATE: 2023.08.25 10:58:38 -05:00

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

Digitally signed by Jason d Lukasik, Industry Consultant
DATE: 2023.08.24 17:04:34 -05:00

D085 . Aircraft Listing

HQ Control: 02/06/1998
HQ Revision: 02a

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

Registration No.	Serial No.	Aircraft M/M/S
N404CK	AF-297	BE-18-C45H
N541JG	BB-989	BE-200-200
N924AC	BB-483	BE-200-200
N301PT	BP-028	BE-200-A200CT
N39TN	U-2	BE-99-99
N75773	20700643	CE-207-T207A
N28TN	43354	DC-3-R4D8
N30TN	43159	DC-3-SUPER
N175SW	AC-621B	SA-227-AC
N3114G	AC-583	SA-227-AC
N782C	AC-525	SA-227-AC

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

Digitally signed by Shawn E. Toth, Principal Maintenance Inspector (AL03)
[1] SUPPORT INFO: CH requested addition of N75773. (SET)
[2] EFFECTIVE DATE: 6/25/2025, [3] AMENDMENT #: 33
DATE: 2025.06.25 16:52:29 -05:00

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

Alan G. Larson

Digitally signed by Alan G. Larson
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Date: 2026.01.29 18:50:43-09'00'

Alan Larson, Industry Consultant

D089 . Maintenance Time Limitations **HQ Control: 11/27/2024**
HQ Revision: 01a

a. The certificate holder is authorized to use the maintenance time limitations specified in the manual/document for the aircraft listed in Table 1 below.

Table 1 - Authorized Aircraft Maintenance Time Limitations

Aircraft M/M/S	Manual/Document Name
DC-3-SUPER	TransNorthern Super DC-3 CAMP Pages 75-76
DC-3-R4D8	TransNorthern Super DC-3 CAMP Pages 75-76
SA-227-AC	TransNorthern SA227-AC Limitations and Inspection Manual Chapter 2

b. Each change to a maintenance time limitation that is restricted (such as Airworthiness Directives (AD), life-limited parts (LLP), Certification Maintenance Requirements (CMR), critical design configuration control limitations (CDCCL), etc.) must be approved by the FAA before the certificate holder's time limitations document is revised to reflect that change.

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

Digitally signed by Shawn E. Toth, Principal Maintenance Inspector (AL03)
[1] SUPPORT INFO: New Non-Mandatory Template Change issued by HQ. (SET)
[2] EFFECTIVE DATE: 5/5/2025, [3] AMENDMENT #: 11
DATE: 2025.05.06 10:34:32 -05:00

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

Digitally signed by Alan G Larson, Industry Consultant
[1] SUPPORT INFO: Non-Manditory Template Change
DATE: 2025.05.05 13:39:21 -05:00

D095 . Minimum Equipment List (MEL) Authorization **HQ Control: 06/14/2013**
HQ Revision: 02c

a. The certificate holder is authorized to use an FAA-approved MEL provided the conditions and limitations of this paragraph are met. The certificate holder shall not use an MEL for any aircraft that is not specifically authorized by this paragraph.

b. Authorized Aircraft. The certificate holder is authorized to use an FAA-approved MEL for the aircraft listed below:

Aircraft M/M/S	Limitations and Conditions
BE-99-99	N/A
BE-18-C45H	N/A
SA-227-AC	N/A
DC-3-SUPER	N/A
DC-3-R4D8	N/A
BE-200-200	N/A
BE-200-A200CT	N/A

c. Maximum Times Between Deferral and Repair. Except as provided in subparagraph e of this operations specification, the certificate holder shall have instrument and equipment items repaired within the time intervals specified for the repair categories listed below:

(1) Repair Category A. Items in this category shall be repaired within the time interval specified in the "Remarks or Exceptions" column of the certificate holder's FAA-approved MEL. For time intervals specified in "calendar days" or "flight days", the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (e.g., flights, flight legs, cycles, hours, etc.), repair tracking begins at the point when the malfunction is deferred in accordance with the certificate holder's FAA-approved MEL.

(2) Repair Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours) excluding the calendar day the malfunction was recorded in the aircraft maintenance log and/or record.

(3) Repair Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours) excluding the calendar day the malfunction was recorded in the aircraft maintenance log and/or record.

(4) Repair Category D. Items in this category shall be repaired within one hundred twenty (120) consecutive calendar days (2,880 hours) excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

d. MEL Management Program. The certificate holder shall develop and maintain a comprehensive program for managing the repair of instrument and equipment items listed in the FAA-approved MEL. The certificate holder shall include in a document or manual a description of the MEL management program. The MEL management program must include at least the following provisions:

(1) A method which provides for tracking the date and, when appropriate, the time an item was deferred and subsequently repaired. The method must include a supervisory review of:

(a) The number of deferred items per aircraft; and

(b) Each deferred item to determine the reason for any delay in repair, length of delay, and the estimated date the item will be repaired.

(2) A plan for bringing together parts, maintenance personnel, and aircraft at a specific time and place for repair.

(3) A review of items deferred because of the unavailability of parts to ensure that a valid back order exists with a firm delivery date.

(4) A description of specific duties and responsibilities, by job title, of the personnel who manage the MEL management program.

(5) Procedures for controlling an extension to specified repair intervals as permitted by subparagraph e of this operations specification**,** to include the limit of the extension and the procedures to be used for authorizing an extension.

e. Continuing Authorization-Single Extension. The certificate holder is authorized to use a continuing authorization-single extension to approve a single, one-time extension to the repair interval for repair category B and C items, as specified in the FAA-approved MEL, provided the responsible Flight Standards District Office (FSDO) is notified within 24 hours of the extension approval.

(1) If an additional extension is required after the continuing authorization-single extension privilege has been exercised, it must be approved by the principal inspectors (PIs) prior to the expiration of the current extension time period.

(2) The certificate holder is not authorized to approve a single, one-time extension to the repair interval for repair category A and D items, as specified in the FAA-approved MEL.

(3) The FSDO may deny the use of the continuing authorization-single extension privilege if abuse is evident.

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

Digitally signed by Shawn E. Toth, Principal Maintenance Inspector (AL03)
[1] SUPPORT INFO: Amended to reflect transfer of N301PT to TN8A for new interchange agreement. (SET)
[2] EFFECTIVE DATE: 10/9/2024, [3] AMENDMENT #: 20
DATE: 2025.06.04 17:06:56 -05:00

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

Digitally signed by Alan G Larson, Industry Consultant
[1] SUPPORT INFO: Additional Lease Exchange Airgreement
DATE: 2024.10.09 12:38:37 -05:00

D101 . Additional Maintenance Requirements - Aircraft Engine, Propeller, and Propeller Control (Governor)

HQ Control: 09/09/2015
HQ Revision: 010

a. The certificate holder is authorized to use the aircraft types identified in the table below in Table 1 in its 14 CFR Part 135 nine seats or less operation, provided these aircraft meet the additional maintenance requirements of Part 135, § 135.421.

b. Aircraft Engine. Each installed engine, to include turbo superchargers, appurtenances and accessories necessary for its functioning shall be maintained in accordance with the maintenance document listed in Table 1 below. The engine shall be overhauled on or before the time in service interval shown in the table.

c. Propeller and Propeller Control (governor). Each installed propeller and propeller control (governor) shall be maintained in accordance with the maintenance document listed in Table 1 below. The propeller and propeller control (governor) shall be overhauled on or before the time in service interval shown in Table 1.

d. Limitations and Conditions. Limitations and Conditions are for the specific engine, propeller and governor authorization listed.

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

Airplane Type	Engine			Propeller			Governor			Limitations and Conditions
MMS	Make & Model	Maintenance Document	Time in Service Interval	Make & Model	Maintenance Document	Time in Service Interval	Make & Model	Maintenance Document	Time in Service Interval	
BE-99-99	Pratt & Whitney PT6A-20	P&W Manual 3015442 as revised & MORE STC SE00003EN	8,000 Hrs.	Hartzell HC-B3TN-3	Hartzell Manual No. 139	3,000 Hrs or 60 Calendar Months	Woodward Model 210599L	PCW Manual 3015442 as revised	4,000 Hours	N39TN
BE-18-C45H	TPE331-1-101B	Report No. 72-00-92	5,400 Hour TBO 1,800 Hour Hot Section Inspections	Hartzell HC-B3TN-5E	Hartzell Manual No. 139	3,000 Hrs or 60 Calendar Months	Woodward 869120-9	Manual 2043512	5,400 Hours	N404CK

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

Airplane Type	Engine			Propeller			Governor			Limitations and Conditions
MMS	Make & Model	Maintenance Document	Time in Service Interval	Make & Model	Maintenance Document	Time in Service Interval	Make & Model	Maintenance Document	Time in Service Interval	
BE-200-200	Pratt & Whitney PT6A-42	P&W Manual P/N 3021443, S/B 3002 & 3003 & MORE STC SE0001EN	8,000 Hrs.	Hartzell HC-D4N-3A/D9383K	Hartzell 149 & HC-SL-61-61Y	4,000 Hrs or 72 Calendar Months	Woodward 8210-024-01	Manual 33541A & SB 33580M as revised	4,500 Hours	N541JG
BE-200-200	Pratt & Whitney PT6A-41	P&W Manual P/N 3021442, P&W, S/B 3002 & 3003 & MORE STC SE0001EN	8,000 Hrs	Hartzell Model HC-D4N-3A/D9383K	Hartzell Manual No. 149	4,000 Hrs or 72 Calendar Months	Woodward 8210-007G	Manual 33541A & SB 33580M as revised	4,500 Hours	N924AC
BE-200-A200CT	Pratt & Whitney PT6A-41	P&W Manual P/N 3021442, P&W S/B 3002 & 3003 & MORE STC SE0001EN	8,000 Hrs	Hartzell Model HC-D4N-3A/D9383K	Hartzell Manual No. 149	4,000 Hrs or 72 Calendar Months	Woodward 8210-007G	Manual 33541A & SB 33580M as revised	4,500 Hours	N301PT
CE-207-T207A	Continental IO520F64VB	Cessna Manual D-2060-1-13, TCM Manual X300039A, TCM Manual M- 0.	1900 Hrs or 12 calendar years, whichever occurs first.	Hartzell (P) HC-C3YF.	Hartzell Manual 115.	2400 Hour-or- 72 Months whichever occurs first.	PCU-5000	Cessna Manual D-2060-1-13, McCauley Manual 780401, Aero Tech service letter AT 1431299.	2400 Hours -or- 7 Calendar years, whichever occurs first.	N75773

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

Digitally signed by Shawn E. Toth, Principal Maintenance Inspector (AL03)
[1] SUPPORT INFO: CH requested addition of N75773. (SET)
[2] EFFECTIVE DATE: 6/25/2025, [3] AMENDMENT #: 29
DATE: 2025.06.25 16:54:52 -05:00

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

Alan G. Larson

Digitally signed by Alan G. Larson
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Reason: I am approving this document
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Alan Larson, Industry Consultant

D104 . Additional Maintenance Requirements - Emergency Equipment **HQ Control: 05/10/2004**
HQ Revision: 00a

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

a. Emergency equipment. Each item of installed emergency equipment shall be maintained in accordance with the manufacturer's maintenance documents and/or the limitations and provisions listed in the following table.

(1) In addition to the maintenance document listed in this table, the following specifications must be followed for the applicable listed emergency equipment items:

(a) Oxygen (O2) bottles and liquid fire extinguishers. Inspections, hydrostatic tests, and life limits of pressure vessels manufactured under a DOT specification are accomplished as set forth in 49 CFR Part 180.209, as amended.

(b) Fire extinguishers. Inspections, hydrostatic tests, and life limits of portable fire extinguishers are accomplished as set forth in 46 CFR Sections 71.25 and 162.028, as amended.

(c) Military-manufactured. Pressure vessels manufactured under a MIL-SPEC are maintained in accordance with the applicable military specifications.

(d) Foreign-manufactured. Foreign-manufactured pressure cylinders are maintained in accordance with the applicable foreign manufacturer's specifications.

(e) Other. Pressure cylinders not manufactured under DOT, foreign, or U.S. MIL-SPECS are maintained in accordance with the applicable aircraft manufacturer's specifications.

Emergency Equipment

Emergency Equipment Items	Maintenance Document	Limitations and Provisions
Amerex Halon 1121	NFPA 10	Reweigh and Inspect each 12 months, inspect for security and charge on preflight.
Hand Held Fire Extinguisher Halcon Type	NFPA 10	Reweigh and Inspect each 12 months, inspect for security and charge on preflight.
Emergency Air Brake Bottle DOT 3AA1800	49 CFR 178	Hydrostatic Test each 60 Months
Walk Around O2 Cylinder DOT 3AA1800	49 CFR 178	Hydrostatic Test each 60 Months
CO2 Fire Protection Cylinder	49 CFR 178	Hydrostatic Test each 60 Months
Crew Oxygen Bottle	49 CFR 178	Hydrostatic Test each 60 Months
Emergency Locator Transmitter	Per Manufacturer's Maintenance Manual	Inspect Annually IAW CFR 91.207 (d)
Engine Fire Bottle P/N 30300020	CMM26-20-202 Rev. 2 (or latest Revision), applicable Supplements and 49 CFR 180.205	Overhaul each 60 months.
Engine Fire Bottle P/N 920772	DOTCylinder Specifications ICC 3A 1800	Overhaul each 60 months.
Engine Fire Bottle P/N 30301102	BE200 MM P/N 101-590010-19	Hydrostatic Test each 60 Months
Oxygen Cylinder P/N 02176171-49	BE200 MM P/N 101-590010-19	Hydrostatic Test each 60 Months - 15 year life limit.

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

Digitally signed by Shawn E. Toth, Principal Maintenance Inspector (AL03)
[1] SUPPORT INFO: Amended to reflect transfer of N301PT to TN8A for new interchange agreement. (SET)
[2] EFFECTIVE DATE: 5/23/2025, [3] AMENDMENT #: 8
DATE: 2025.06.04 10:47:21 -05:00

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

Digitally signed by Alan G Larson, Industry Consultant
[1] SUPPORT INFO: Added aircraft
DATE: 2025.05.23 20:34:51 -05:00

D106 . Aircraft in Long-Term Maintenance or Storage **HQ Control: 07/03/2003**
HQ Revision: 000

a. The air carrier's operations specifications associated with the aircraft listed in Table 1 are temporarily suspended, with the exception of section "D" OpSpec paragraphs. This suspension becomes effective beginning at 11:59 p.m. on the day of the month identified in Table 1 as the "End of Operation" and remains in suspense until the aircraft is removed from Table 1.

(1) The air carrier is not authorized to operate the aircraft identified in Table 1 in air transportation while the operations specifications are in suspension; and shall not operate those aircraft in air transportation operations unless liability insurance pursuant to Part 205 is in effect.

(2) The air carrier is not required to have liability insurance in force for those aircraft listed in Table 1 while the operations specifications are temporarily suspended in accordance with this operation specification.

b. The air carrier is required to reinstate the liability insurance for each aircraft listed in Table 1 prior to removing the aircraft from the list in Table 1 and returning it to operation.

c. The notification and reporting requirements contained in 14 CFR Sections 205.4, 205.7 and 119.63 remain in effect and must be complied with at all times.

d. The following table identifies the aircraft in which the air carrier's operations specifications with the exception of section "D" OpSpec paragraphs, are suspended.

Table 1

End of Operation	Registration Number	Serial Number
1/1/2024	N30TN	43159
1/1/2025	N39TN	U-2

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NOTE: OpSpec A004, Summary of Authorizations and Limitations, states: The air carrier is authorized to suspend its liability insurance for specific aircraft in long-term storage or maintenance.

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

Digitally signed by Shawn E. Toth, Principal Maintenance Inspector (AL03)
[1] SUPPORT INFO: Request to move N39TN to Long Term Maintenance. (SET)
[2] EFFECTIVE DATE: 4/25/2025, [3] AMENDMENT #: 1
DATE: 2025.04.28 12:58:29 -05:00

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

Digitally signed by Alan G Larson, Industry Consultant
[1] SUPPORT INFO: Move Aircraft into long term maintenance
DATE: 2025.04.25 13:35:28 -05:00

Table of Contents

Part E

E096 . Aircraft Weighing

HQ Control: 11/21/2016
HQ Revision: 02a

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

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

Table 1 – Individual Aircraft Weights

Aircraft M/M/S	Weighing Interval	Weight and Balance Control Program
BE-99-99	Within preceding 36 Calendar months IAW 14 CFR 135.185	TransNorthern General Operations Manual Section B as revised.
BE-18-C45H	Within preceding 36 Calendar months IAW 14 CFR 135.185	TransNorthern General Operations Manual Section B as revised.
SA-227-AC	Within preceding 36 Calendar months IAW 14 CFR 135.185	TransNorthern General Operations Manual Section B as revised.
DC-3-SUPER	Within preceding 36 Calendar months IAW 14 CFR 135.185	TransNorthern General Operations Manual Section B as revised.
DC-3-R4D8	Within preceding 36 Calendar months IAW 14 CFR 135.185	TransNorthern General Operations Manual Section B as revised.
BE-200-200	Within preceding 36 Calendar months IAW 14 CFR 135.185	TransNorthern General Operations Manual Section B as revised.
BE-200-A200CT	Within preceding 36 Calendar months IAW 14 CFR 135.185	TransNorthern General Operations Manual Section B as revised.

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

Table 2 – Fleet Aircraft Weights

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

Note:Document references by volume, chapter, etc.

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

Digitally signed by Shawn E. Toth, Principal Maintenance Inspector (AL03)
[1] SUPPORT INFO: Amended to reflect transfer of N301PT to TN8A for new interchange agreement. (SET)
[2] EFFECTIVE DATE: 5/23/2025, [3] AMENDMENT #: 19
DATE: 2025.06.04 10:49:12 -05:00

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

Digitally signed by Alan G Larson, Industry Consultant
[1] SUPPORT INFO: Added aircraft
DATE: 2025.05.23 20:05:55 -05:00