



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
National Policy

NOTICE
N 8000.345

Effective Date:
12/21/06
Cancellation Date:
12/21/07

SUBJ: Updated Guidance on Letters of Deviation Authority to Deviate from the Certificate and Operations Specifications Requirements of Part 125

- 1. PURPOSE.** This notice revises guidance for inspectors on issuing Title 14 of the Code of Federal Regulations (14 CFR) part 125 Letters of Deviation Authority (LODA) with corresponding letters of authorization (LOA).
- 2. DISTRIBUTION.** We will distribute this notice to the division level in the Flight Standards Service in Washington headquarters, including the Regulatory Standards Division at the Mike Monroney Aeronautical Center; to the branch level in the regional Flight Standards divisions; and to all Flight Standards District Offices. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <http://fsims.avr.faa.gov>. Operators may find this information on the Federal Aviation Administration's (FAA) Web site at http://www.faa.gov/library/manuals/examiners_inspectors/8000/.
- 3. CANCELLATION.** FAA Notice N 8700.46, Letters of Deviation Authority to Deviate from the Certification and Operations Specifications Requirements of Part 125, dated 7/5/06, is canceled.
- 4. BACKGROUND.**
 - a.** Operators using airplanes having a passenger-seat configuration of 20 seats or more, excluding each crewmember seat, or a payload capacity of 6,000 pounds or more when common carriage is not involved, must have an operating certificate issued under part 125 or a LODA granting a deviation from having a certificate and operations specifications (OpSpec).
 - b.** Part 125, § 125.3 provides that an operator or applicant may be granted a deviation from certain sections of part 125. FAA Order 8700.1, General Aviation Operations Inspector's Handbook, Volume 2, Chapter 73, Evaluate an Application for Deviation Authority or Special Flight Authorization Under FAR Part 125, provides guidance when considering requests for such deviations. The current vol. 2, ch. 73 uses the term "full deviation." The term "blanket deviation" has also been used to describe broad exemptions from part 125 requirements.
 - c.** In some cases, a full or blanket deviation was interpreted to mean a deviation from all part 125 requirements. However, the FAA has determined that by issuing a deviation from all provisions of part 125 would have rendered part 125 meaningless and defeated the purpose of this rule. The term full deviation as used in vol. 2, ch. 73 should not be interpreted to mean a complete deviation from all part 125 requirements. In fact, § 125.3 provides relief from specified sections of part 125. Therefore, deviation authority granted under § 125.3 should be interpreted

Distribution: A-W(FS)-2; A-X(FS)-3; A-FFS-7 (LTD); AMA-200 (12 cys)
(Electronically: A-W(FS)-2; A-X(FS)-2; A-FFS-7)

Initiated By: AFS-800

to mean deviation to the extent permissible by regulation and policy while maintaining an equivalent level of safety.

5. GUIDANCE.

a. In Notice N 8700.46, the General Aviation and Commercial Division, AFS-800, stated that as a policy matter we would allow the operator of an airplane with a passenger seat configuration of 20 or more or a maximum payload capacity of 6,000 pounds to obtain a § 125.3 deviation from having to hold a part 125 certificate and OpSpecs if the operator did not use its aircraft in “commercial operations.” We intend to clarify our policy and expand on it.

b. An operator of such an airplane asked whether § 91.501(b), as a matter of law, completely excused it from having to comply with all of part 125, and if all of its operations with that aircraft fit within one or more of the 10 subparagraphs in § 91.501 (some of which may involve compensation). The FAA legal interpretation is that nothing in § 91.501(b) excuses the operator of such an aircraft from part 125’s applicability.

c. Operators of such airplanes can have time share agreements, interchange agreements, or many other kinds of business and financial arrangements that might bring tax advantages or other kinds of economic advantages. Operators of such size airplanes are still subject to and must comply with part 125 when common carriage is not involved or when the operator does not fit within one of the exceptions specified in § 125.1(b) or (c). Operators of such airplanes may seek a deviation from the FAA.

NOTE: If the airplane flight operation is a common carriage operation, then either part 121 or 135 rules apply, depending on the passenger seat configuration and the maximum payload capacity of the airplane.

d. If an operator of an airplane never carries other persons for compensation or hire and never carries other persons’ property for compensation or hire, that operator is eligible for a LODA containing a deviation authorization so it need not hold a part 125 certificate or OpSpecs. However, that operator must comply with the other safety rules in part 125 unless the operator convinces the FAA that a deviation from an operating safety rule or maintenance safety rule will not otherwise compromise safety.

e. Furthermore, if an operator applies for a LODA and asserts, in writing, that all of the operations it conducts with the airplane are not for compensation or hire, or if any compensation is involved and such operations meet every element of one or more of the examples as listed in paragraph 3 of the LODA (A125) (see Appendix 1), then the FAA field inspector may issue a LODA allowing the operator to conduct flight operations without a part 125 certificate or OpSpecs.

6. ISSUING AND ADMINISTERING LODAs WITH ACCOMPANYING LOAs AND ASSIGNED DEVIATIONS.

a. In January 2006, the FAA issued Notice N 8700.45, Issuance of Part 91 Authorizations From the Automated Operations Safety System (OPSS). The notice required LOAs for operations such as Reduced Vertical Separation Minimums (RVSM) to be issued from the

OPSS. However, the guidance in Notice N 8700.45 referenced issuing LODAs to operators under part 91 with a fourth designator character of “M,” also referred to as “91M.” That reference to 91M is incorrect. Issue all LODAs to operators from the new database in OPSS under part 125 with a fourth designator character of “M,” to be referred to as “125M.”

b. This notice enables the FAA to track, manage, and administer part 125 authorizations and deviations. These authorizations/deviations will be issued with the LODA and, through the OPSS process, will be accountable, traceable, current, and readily available to part 125 certificate holders, the LODA holders, and the FAA.

c. Selectable deviations are identified in the 125M deviation database and authorized in either OpSpec A005 or in LOA A005. Deviations requested that are not listed in the drop-down data box may be added (by headquarters only) through a separate application process described in paragraph 6e.

NOTE: At no time should inspectors add, manually enter, or change deviations.

d. Templates and OPSS Procedures.

(1) To process authorizations for a part 125 LODA holder, do not use or assign a part 91 designator in OPSS. Instead, issue the LODA (template A125—see sample in Appendix 1) and associated LOAs using the 125M templates in OPSS. This notice corrects the discrepancies of notices N 8700.45 and N 8700.46.

(2) Follow these procedures to obtain a 125M designator in OPSS.

(a) If a part 125 LODA holder already has a designator assigned to it in the Vital Information System, then the LODA holder should have already been transferred into the 125M database in OPSS. If it has not been transferred, contact OPSS for support at (202) 493-5487 or via e-mail at 9-awa-afs-opssprob@faa.gov.

(b) If an operator is entered in the OPSS as a 91M or 91J operator and is or will be issued this LODA, the operator will need to be moved into the OPSS 125M database.

(c) If your operator does not already have a part 125 designator, follow the standard guidance in Order 8700.1 for obtaining that number with the fourth character as “M.”

(d) Once the operator is assigned a 125M designator, process all authorizations from the OPSS.

(3) Other optional templates/LOAs are available in the 125M database. These templates may be issued with approval from the principal inspector (PI).

e. Authorizing Deviations. An operator/company (or certificate holder) must apply for a deviation. The requestor must submit a specific request to its certificate-holding district office (CHDO).

(1) The requestor must identify, in a letter, the specific regulatory section(s) from which a deviation is requested. An entity seeking deviation authority from one or several sections of part 125 must file the request at least 60 days before the date of intended operations. The requestor may not deviate from the rule until authority is granted or the part 125 LODA is issued.

(2) The letter and any attachments must contain the specific reasons for the deviation, information to show that an equivalent level of safety will be maintained, and any other information the FAA may require.

(3) If the PI determines that an equivalent level of safety will be maintained, the PI may authorize the deviation by selecting the deviation from the list of authorized deviations in the OPSS database. Select deviations in OPSS from the Certificate Holder menu then click on Deviation Assignment.

(4) The OPSS provides standardized selections of deviations that are available for authorization in template A005. (Detailed instructions for assigning deviations from the OPSS are available in OPSS with template A005 in all databases.)

(5) Inspectors may only authorize deviations listed in the 125M database.

(6) If the specific deviation is not in the OPSS national database, the PI must e-mail a request to the OPSS help desk to add the deviation.

(7) The PI’s request for the deviation to be put into the OPSS deviation database must contain the deviation, its authority, and description of the deviation. For example:

Deviation Authority	Deviation From	Description	Conditions and Limitations
125.203(e)	125.203(e)	Authorizes a deviation from the radio and navigation equipment requirements in extended overwater operations (B045 and B054)	N/A
125.207(a)(1)(iii)	125.207(a)(1)(iii)	Authorizes a deviation from the first aid kit content requirements	N/A
125.207(b)(1)	125.207(b)	Authorizes a deviation from the megaphone location requirements	N/A

(8) Once the appropriate FAA policy division (AFS-800 or the Aircraft Maintenance Division, AFS-300) approves the deviation, headquarters will enter it into the OPSS deviation database so it is available for authorizing in LOA template A005.

7. ACTION.

a. Each PI responsible for existing LODA holders should review the requirements of this notice carefully and provide a copy to each LODA holder. By June 21, 2007, each LODA holder should present a written plan (see example in Appendix 2) to its FAA office that outlines how the operator will comply with the requirements of each section of part 125 as listed in the LODA (template A125), including methods to be used that will meet equivalent levels of safety for those sections for which a deviation is requested. The PI must ensure each operator completes the requirements of this notice no later than March 31, 2008.

b. Notwithstanding the references in part 125 to the requirements for a “certificate holder,” an operator/company that is authorized a deviation from the requirement for a certificate and from OpSpecs must still comply with, or request a specific deviation from, other specific sections of part 125. A list of the specific sections of part 125 for which deviation authority is granted is also required using template A005. This may include the specific conditions with which the deviation holder must comply.

c. By March 31, 2008, the operator must be issued the new LODA (template A125) and the A005 template with authorized deviations. If that timeframe cannot be met, the LODA holder must petition for an extension from AFS-800 through its PI(s) within 30 days of the final March 31 deadline.

d. The 125M templates, which are available in the OPSS, must be issued with the issuance of a LODA (template A125):

- A001, Issuance and Applicability
- A002, Definitions and Abbreviations
- A003, Airplane Authorization
- A004, Summary of Authorizations
- A005, Exemptions and Deviations
- A006, Management Personnel
- A007, Designated Persons
- A008, Flight Release Authority
- A009, Airport Aeronautical Data
- A010, Aeronautical Weather Data
- A031, Flight Crewmember Requirements
- A125, Letter of Deviation Authority (LODA)

- A447, Emergency Airworthiness Directive (EAD) Notification Requirements
- B050, Authorized Areas of En Route Operations, Limitations, and Provisions
- D073, Airplane Inspection Program
- D085, Airplane Listing
- D088, Airplane Engine Maintenance/Overhaul Program
- D095, Minimum Equipment List (MEL)
- E096, Weight and Balance Control Procedures

e. Optional LOAs for special areas of operations are available in the OPSS; if authorized, these must be issued from the OPSS. For example, use template B034 for issuing PRNAV authorizations for European airspace, B036 for RNP-10 (Pacific operations), B039 for NAT/MNPS, B046 for RVSM, C059/C060, respectively, for CAT II/III, and so forth. The guidance for issuing these operations is associated with each template in the OPSS.

8. PROGRAM TRACKING AND REPORTING SUBSYSTEM (PTRS) ACTIVITY CODES. Use PTRS code 1328 for authorizing deviations.

9. DISPOSITION. We will permanently incorporate the information in this notice in FSIMS before this notice expires. Direct questions regarding this notice and its policies to AFS-800 at (202) 267-8212. If you need assistance in entering your operator into the OPSS or issuing a template from the OPSS, contact the OPSS help desk at (405) 954-7272 or via e-mail at 9-awa-afs-opssprob@faa.gov.

ORIGINAL SIGNED BY

James J. Ballough
Director, Flight Standards Service

APPENDIX 1. SAMPLE OF TEMPLATE LODA A125**14 CFR PART 125M OPERATIONS**Letter of Deviation Authority (LODA)

1. Letter of Deviation Authority. The operator/company listed at the bottom of this document is hereby issued a Letter of Deviation Authority (LODA) from the requirements of 14 CFR § 125.5 to hold a Part 125 operating certificate and operations specifications, as provided by 14 CFR § 119.23(a), § 125.3(a), and as authorized in A005, Letter of Authorization, Exemptions and Deviations.

2. This LODA authorizes the company/operator to transport its personnel, property, and guests. Guests may only travel on flights for which the company/operator has a business purpose.

3. This LODA is issued for the purpose of conducting noncommercial operations. Noncommercial operations are operations in which persons or cargo are transported without compensation or hire, or operations that do not involve the transportation of persons or cargo. It is also issued when the operator conducts compensation operations not involving common carriage as long as such compensation operations are only in accordance with the following:

a. Kinds of Operations.

(1) Ferry or training flights may be conducted without carrying passengers or cargo under 14 CFR Part 91;

(2) Aerial work operations such as aerial photography or survey, or pipeline patrol, but not including fire fighting operations;

(3) Flights for the demonstration of an airplane to prospective customers when no charge is made except for those specified in subparagraph c below;

(4) Flights conducted by the operator of an airplane for his personal transportation, or the transportation of his guests when no charge, assessment, or fee is made for the transportation;

(5) Carriage of officials, employees, guests, and property of a company on an airplane operated by that company, or the parent or a subsidiary of the company or a subsidiary of the parent, when the carriage is within the scope of, and incidental to, the business of the company (other than transportation by air) and no charge, assessment or fee is made for the carriage in excess of the cost of owning, operating, and maintaining the airplane, except that no charge of any kind may be made for the carriage of a guest of a company, when the carriage is not within the scope of, and incidental to, the business of that company;

(6) The carriage of company officials, employees, and guests of the company on an airplane operated under a time sharing, interchange, or joint ownership agreement as defined in subparagraph b below;

(7) The carriage of property (other than mail) on an airplane operated by a person in the furtherance of a business or employment (other than transportation by air) when the carriage is within the scope of, and incidental to, that business or employment and no charge, assessment, or fee is made for the carriage other than those specified in subparagraph c below;

(8) The carriage on an airplane of an athletic team, sports group, choral group, or similar group having a common purpose or objective when there is no charge, assessment, or fee of any kind made by any person for that carriage; and

(9) The carriage of persons on an airplane operated by a person in the furtherance of a business other than transportation by air for the purpose of selling them land, goods, or property, including franchises or distributorships, when the carriage is within the scope of, and incidental to, that business and no charge, assessment, or fee is made for that carriage.

b. Definitions.

(1) A *time sharing agreement* means an arrangement whereby a person leases his airplane with flightcrew to another person, and no charge is made for the flights conducted under that arrangement other than those specified in subparagraph c below;

(2) An *interchange agreement* means an arrangement whereby a person leases his airplane to another person in exchange for equal time, when needed, on the other person's airplane, and no charge, assessment, or fee is made, except that a charge may be made not to exceed the difference between the cost of owning, operating, and maintaining the two airplanes;

(3) A *joint ownership agreement* means an arrangement whereby one of the registered joint owners of an airplane employs and furnishes the flightcrew for that airplane and each of the registered joint owners pays a share of the charge specified in the agreement.

c. Expenses That May Be Charged. The following may be charged, as expenses of a specific flight, for transportation:

- (1) Fuel, oil, lubricants, and other additives.
- (2) Travel expenses of the crew, including food, lodging, and ground transportation.
- (3) Hangar and tie-down costs away from the airplane's base of operation.
- (4) Insurance obtained for the specific flight.
- (5) Landing fees, airport taxes, and similar assessments.
- (6) Customs, foreign permit, and similar fees directly related to the flight.
- (7) In flight food and beverages.
- (8) Passenger ground transportation.
- (9) Flight planning and weather contract services.

(10) An additional charge equal to 100 percent of the expenses listed above in item (1) of this subparagraph.

4. Any operations, other than those authorized by this LODA, will result in the termination of this deviation authority. This LODA must be surrendered upon the request of the Administrator or an authorized representative. A copy of this LODA must be carried in the airplane(s) as required by 14 CFR § 125.7 and presented for inspection upon the request of the Administrator or an authorized representative.

5. This LODA is issued with the understanding that the company/operator shall:

a. Operate its airplane (make/model and registration number) authorized in A003, Airplane Authorization, in compliance with 14 CFR §§ 125.91 and 125.93 notwithstanding specific deviations as authorized in A005, Letter of Authorization, Exemptions and Deviations.

b. Conduct operations in accordance with 14 CFR §§ 125.25, 125.37, 125.39, 125.45, 125.47 (A001, Issuance and Applicability), 125.49, 125.51, and 125.53, of Subpart B, notwithstanding specific deviations authorized in A005, Letter of Authorization, Exemptions and Deviations. A007, Letter of Authorization, Designated Persons, must be issued to show compliance or equivalent level of safety to 14 CFR § 125.25.

c. Comply with the Manual Requirements of 14 CFR Part 125 Subpart C, notwithstanding specific deviations authorized in A005, Letter of Authorization, Exemptions and Deviations.

d. Comply with the Airplane Requirements of 14 CFR Part 125 Subpart D, notwithstanding specific deviations authorized in A005, Letter of Authorization, Exemptions and Deviations.

e. Comply with the Special Airworthiness Requirements of 14 CFR Part 125 Subpart E, notwithstanding specific deviations authorized in A005, Letter of Authorization, Exemptions and Deviations.

f. Comply with the Instrument and Equipment Requirements of 14 CFR Part 125 Subpart F, notwithstanding specific deviations authorized in A005, Letter of Authorization, Exemptions and Deviations.

g. Comply with the Maintenance Requirements of 14 CFR Part 125 Subpart G, notwithstanding specific deviations authorized in A005, Letter of Authorization, Exemptions and Deviations.

h. Comply with the airmen and flight crewmember requirements of 14 CFR Part 125, Subparts H and I, and provide initial and/or recurrent training for flightcrew and flight attendant emergency training as authorized in A031, Letter of Authorization, Flightcrew and Flight Attendant, Requirements, notwithstanding specific deviations authorized in A005, Letter of Authorization, Exemptions and Deviations.

i. Conduct flight operations in accordance with 14 CFR Part 125, subparts J, K and L, notwithstanding specific deviations authorized in A005, Letter of Authorization, Exemptions and

Deviations. These operations shall be described in A008, Letter of Authorization, Flight Release Authority.

j. Comply with the requirements of 14 CFR Part 125 Appendices A, B, C, D, and E, notwithstanding specific deviations authorized in A005, Letter of Authorization, Exemptions and Deviations.

k. Comply with the Special Area of Authorization requirements contained in, but not limited to, LOAs B034, B036, B039, B046, B050, and D098, as applicable, if issued.

l. Comply with the requirements of 14 CFR § 125.201 by the issuance of a Letter of Authorization for an MEL (LOA D095).

m. Notify the manager of the Flight Standard District Office of any material change in the facts stated in your letter of compliance for this LODA and/or any changes in the original authorizations and deviations herein.

6. This LODA will remain in effect until superseded, withdrawn, or rescinded.

APPENDIX 2. SAMPLE LETTER OF COMPLIANCE

This attachment to the formal application letter should address each section of 14 CFR part 125, § 125.1 through § 125.411, including appendix A–E, and specify how the operator intends to comply with the requirements of the rule. The following examples, which are not all-inclusive, are representative of how this requirement may be met, but are not intended to imply that another approach would not be equally acceptable.

SUBPART A – GENERAL

125.1 Applicability

AnyAir Aviation intends to conduct operations which meet the applicability of this section.

125.3 Deviation Authority

AnyAir Aviation intends to comply with the requirements of 14 CFR part 125 and to request to operate under a Letter of Deviation Authority.

125.5 Operating Certificate and Operations Specifications Required

AnyAir Aviation understands it may not operate under the requirements and privileges of part 125 until receiving a part 125 Letter of Deviation Authority

SUBPART B – CERTIFICATION RULES AND MISCELLANEOUS REQUIREMENTS

125.21 Application for Operating Certificate

AnyAir Aviation has provided the appropriate information to **FSDO-XXX**. We are planning to begin operations under part 125 on **June X, 20XX**.

125.23 Rules Applicable to Operations Subject to This Part

AnyAir Aviation will comply with the applicable rules of part 125, and when operating outside the United States, will comply with ICAO procedures and/or the rules specified by the country concerned and any rules of parts 61, 91, or 125, whichever is more restrictive.

125.25 Management Personnel Required

AnyAir Aviation has included this information in the manual (Chapter 1).

125.27 Issue of Certificate

AnyAir Aviation meets all the requirements of this section and should be issued a Letter of Deviation Authority under 14 CFR part 125.

125.29 Duration of Certificate

AnyAir Aviation understands that the certificate is effective until surrendered, suspended, or revoked, and is aware of the requirement to return the certificate to the Administrator in the event of an order of suspension or revocation.

125.31 thru 125.35

Not Applicable

125.41 Availability of Certificate and Operations Specifications

AnyAir Aviation will maintain the original Letter of Deviation Authority available for inspection at the principal operations base, located at the following address:

AnyAir Aviation, Inc.
1750 Broad Street
Tulsa, Oklahoma 57692

All of our aircraft will have a copy of the Letter of Deviation Authority displayed on board.

125.43 Use of Operations Specifications

Not Applicable

125.49 Airport Requirements

AnyAir Aviation aircraft will not attempt operations into any airport unless it is properly equipped and adequate for the proposed operation, considering such items as size, surface, obstructions, facilities, public protection, lighting, navigational and communication aids, and air traffic control. Our policies regarding the use of airports are contained in Chapter 8 (Flight Operations Procedures) of the manual.

125.53 Flight Locating Requirements

The pilot in command assigned to an AnyAir Aviation flight, will be responsible for operational control of each flight. The pilot in command will obtain the necessary information for the safe conduct of the flight and file an FAA flight plan with the nearest FAA Flight Service Station. Procedures to be followed for which an FAA flight plan is not filed are contained in Chapter 5 (Preflight Planning and Flight Release Procedures) of the manual.

SUBPART C - MANUAL REQUIREMENTS**125.71 Preparation**

AnyAir Aviation has prepared or acquired the manuals required to conduct operations. A revision system has been established to maintain these manuals in a current status. We are enclosing a copy of the policy and procedure manual and the Airplane Flight Manual.

SUBPART D - AIRPLANE REQUIREMENTS**125.91 Airplane Requirements: General**

AnyAir Aviation airplanes will, at all times, carry an appropriate and current airworthiness certificate. Company flight and ground employees will accomplish the appropriate inspections prior to each flight to ensure that the airplane is in an airworthy condition, and meets the applicable airworthiness requirements set forth in the Chapter 6 (Procedure for Assuring Airworthiness of Airplane) of the manual.

AnyAir Aviation has established a procedure for weighing of the aircraft in Chapter 4 (Airplane Loading Instructions) of the manual.

SUBPART E - SPECIAL AIRWORTHINESS REQUIREMENTS**125.189 Demonstration of Emergency Evacuation Procedures**

AnyAir Aviation has requested relief from the actual demonstration, which requires the evacuation of the full seating capacity, including crewmembers from the Boeing 727 aircraft, on the basis of prior demonstrations as a certificate holder under 14 CFR

part xxx. Evacuation demonstration from the Douglas DC-9 will be accomplished as required by this section and has been scheduled with the Flight Standards District Office on **January 3, 20XX.**

SUBPART F - INSTRUMENT AND EQUIPMENT REQUIREMENTS

125.203 Radio and Navigational Equipment

AnyAir Aviation airplanes will be operated with the equipment specified in this section. Reference: Minimum Equipment List (Chapter 3 of the manual).

125.215 Operating Information Required

AnyAir Aviation will maintain the materials, in current and appropriate form in the aircraft, accessible to the pilot while seated at the pilot station. All flight crewmembers will be required to use the appropriate checklists for the operations conducted.

125.223 Airborne Weather Radar Requirements

AnyAir Aviation airplanes are equipped with approved airborne weather radar systems. Appropriate information is available in the manual and in the Airplane Flight Manual. Reference: MEL (Chapter 3).

SUBPART G - MAINTENANCE

125.243 Certificate Holder's Responsibilities

AnyAir Aviation has contracted all aircraft maintenance, including required inspections, to:

Repair Airlines
22 Hilton Road
Tulsa, Oklahoma 73156

SUBPART H - AIRMEN AND CREWMEMBER REQUIREMENTS

125.261 Airman: Limitations on Use of Services

Crewmember records will be maintained at the principal operations base. A copy of the airman certificate, medical certificate, and the results of all checks or tests will be maintained for each flight crewmember employed by AnyAir Aviation, Inc.

125.263 Composition of Flightcrew

AnyAir Aviation airplanes will be operated by the number and type of crewmembers specified in the FAA-approved Airplane Flight Manual. All flight crewmembers assigned to the **Boeing XXX** aircraft will be expected to be capable of performing emergency flight engineer functions. The pilot in command is designated on the flight release. Qualified captains will be designated only by the Director of Flight Operations.

125.267 Flight Navigator and Long-Range Navigation Equipment

AnyAir Aviation will comply with the requirements of this section. We are requesting approval of the use of the Omega or Loran-C to meet the long range navigational equipment requirements in lieu of a flight navigator. (See our operations specifications.)

125.271 Emergency and Emergency Evacuation Duties

AnyAir Aviation meets all the requirements of this section by publishing appropriate instructions for all flight crewmembers on emergency evacuation duties. Reference: Chapter 10 of the manual.

SUBPART I - FLIGHT CREMEMBER REQUIREMENTS**125.281 Pilot-In-Command Qualifications**

AnyAir Aviation is knowledgeable and will comply with the requirements of this section by checking all of our pilot's qualifications initially and on a monthly basis.

125.285 Pilot Qualifications: Recent Experience

All AnyAir Aviation pilot flight crewmembers meet the recency of experience requirements of this section. We have developed a monthly status chart to assure that our crewmembers continue to meet recent experience requirements.

SUBPART J - FLIGHT OPERATIONS

125.311 Flight Crewmembers at Controls

AnyAir Aviation will comply with the requirements of this section. Our policy is shown in Chapter 8 of the manual.

125.329 Minimum Altitudes for Use of Autopilot

AnyAir Aviation understands and will comply with the requirements of this section. The automatic flight control system is described in the FAA-approved Airplane Flight Manual. Operational information and limitations are specified, including minimum altitudes for en route and approach.

SUBPART K - FLIGHT RELEASE RULES

125.359 Flight Release Under VFR

AnyAir Aviation will comply with the requirements of this section. Our procedures in Chapter 5 of the manual cover this item.

125.377 Fuel Supply: Turbine Engine-Powered Airplanes Other Than Turbopropeller

AnyAir Aviation will comply with the requirements of this section as it is written. No exceptions or deviations from these requirements are necessary for our operations. Our policies regarding fuel supply are outlined in our manual. Trip fuel requirements will be determined by the captain based on a thorough flight analysis. Reference: Chapter 5 of the manual and our proposed operations specifications.

SUBPART L - RECORDS AND REPORTS

125.405 Disposition of Load Manifest, Flight Release, and Flight Plans.

AnyAir Aviation has developed procedures for the distribution of these documents. (See Chapter 9 of our manual.)

Appendix A Additional Emergency Equipment

AnyAir Aviation understands - *means for emergency evacuation.*

Interior emergency exit markings

Lighting for interior emergency exit markings

Emergency light operation

Emergency exit operating handles

Emergency exit access

Exterior exit markings

Exterior emergency lighting and escape routes

Appendix B Criteria for Demonstration for Emergency Evacuation Procedures Under § 125.189

AnyAir Aviation understands the aborted takeoff demonstration and ditching demonstration of this section.

Appendix C Ice Protection

AnyAir Aviation complies with the requirements of this section.

Appendix D Airplane Flight Recorder Specification

AnyAir Aviation complies with the requirements of this section.

Appendix E Airplane Flight Recorder Specifications

AnyAir Aviation complies with the requirements of this section.