Volato

91* v 135

* Excluding Subpart K

Operating under 135

Maximizes Safety

Joshua G. Newsteder

(with Hair)

Exp.:	33 Years Professional Pilot, 8,200 Hrs., Typed in 10 Aircraft
	19 Years 14 CFR 135 - Certification, Captain, Compliance, Policy, TSA / DOT
	14 Years 14 CFR 121 - Route Analysis, P&L, Airline Economics, Service Dev.
	Managing Director / Forensic Accounting / Maintenance Oversight, etc.
Mil.:	22 years U.S. Navy Pilot, 864 Combat Mission Sorties, Worldwide.
FAA:	ATP ME/Coml. Rotary/CFI/CFII/Multi & Rotary
Edu.:	A.S. M.E., ERAU B.S. Pro. Aero, Jax U. MBA (2Q24)

VP Ops / DO / AOSC / DER / HA-420(s) Capt.


N719SJ
HONDA
HondaJet ELITE

RESERVE FUEL

Minimums Required

01

91

30 min.
Day **VMC**

§91.151

135

45 min.
Day **VMC**

§135.223

Volato is Safer

1 Hour

Why?

New Jet & New Ops.
We are now aligning to
45 mins.

EODO ELIGIBLE ON-DEMAND OPERATIONS

§135.4

02

IF

THE FIRST OFFICER HAS LESS THAN 100 HOURS IN THE JET

THEN

THE CAPTAIN MUST FLY WHEN:

- BRAKING < GOOD
- WX < ¾ / RVR < 4K
- CROSSWINDS > 15
- CONTAMINATED
- WINDSHEAR
- OTHER

Volato is Safer

THE CAPTAIN **SHALL** ALWAYS FLY WHEN THOSE CONDITIONS EXIST:

- BRAKING < GOOD
- WX < ¾ / RVR < 4K
- CROSSWINDS > 15
- CONTAMINATED
- WINDSHEAR
- OTHER

Calculated Landing Distance (CLD)

How much runway do I need to stop?

91

Tab Data

GCU

SAFO 06012
AC 91-79A

135

EODO

80%

APG Genesis

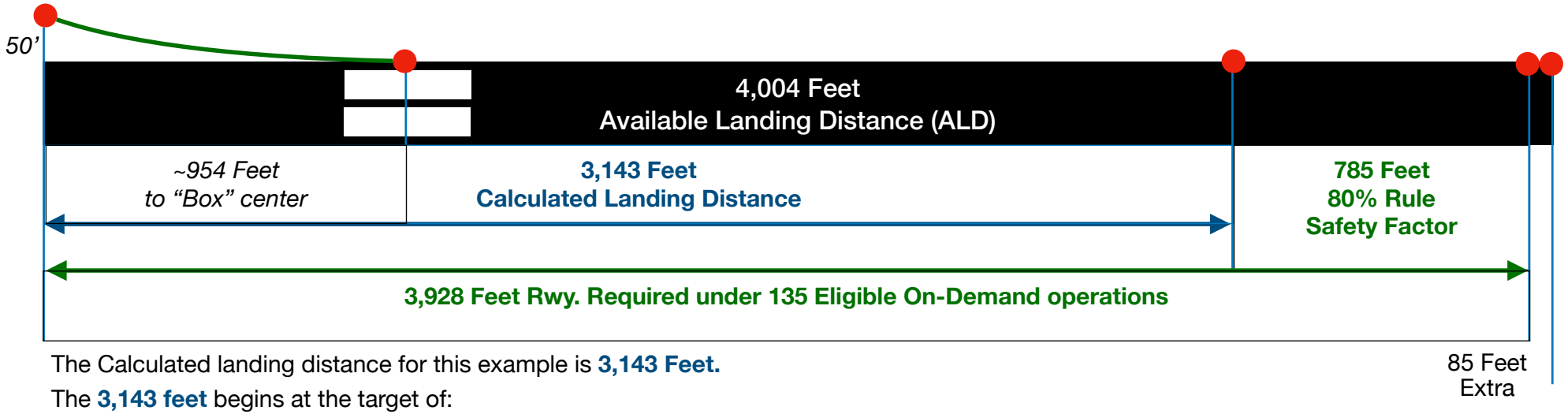
This is a Safety Margin

The 80% Rule ensures the CLD is less than or equal to 80% of the Landing Distance Available

Landing Distance Analysis

60 & 80 percent Rule under 14 CFR 135.385
for: JaxEx at Craig Airfield, Jacksonville, Florida (KCRG)
Rwy. 5, 29.92 PA, Calm Winds, Dry, Anti-Ice *Off*
60 & 80 % does not apply to Normal Small Aircraft (HA-420)

Landing Distance based on: 50 Feet Above Threshold of Runway at Vref



The Calculated landing distance for this example is **3,143 Feet.**

The **3,143 feet** begins at the target of:

- **50’ above threshold**
- **On Vref., Configured and Stabilized for Landing**
- **Power reduced to Idle**
- **Max Brakes upon touchdown**

It does not include any drag from Speed Brakes. This is a no-wind example at Max Gross Landing Weight

For every 10 feet above or below the 50’ threshold altitude target you can increase or decrease **Calculated Landing Distance** by 200 feet respectively.

This tolerance calculates that you can be at 50’ above the runway 870’ PAST the threshold and should still be able to stop within the ALD

SOP creation is easy:

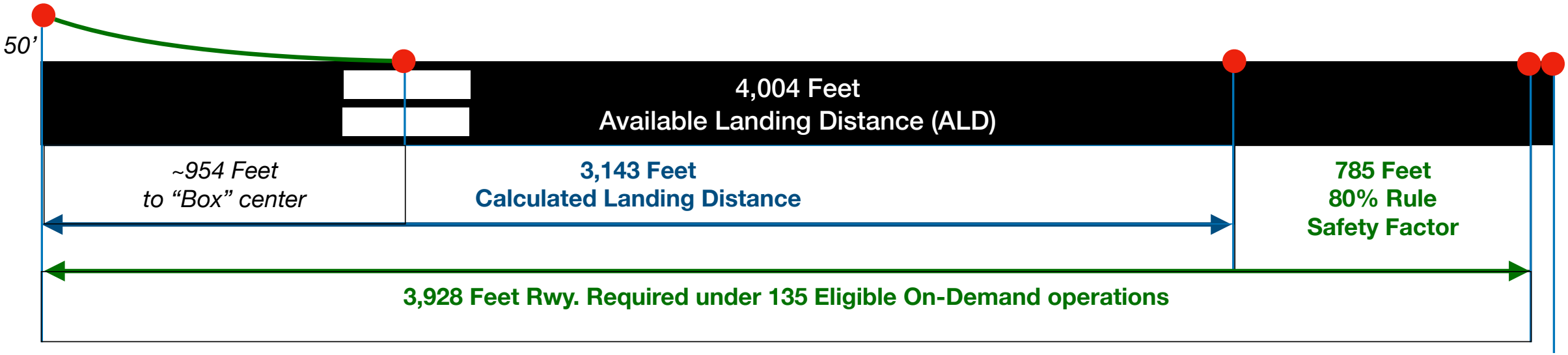
If not on-or-below profile at runway threshold - Mandatory Wave-off?

Ref. AC 91-79A
Mitigating Risk of Runway Overruns Upon Landing

ILS / LPV brings you well within this target profile and the Approach Plates will depict the TCH - You should observe and pay attention to this symbol on the approach plates.

GP 3.00°.
TCH 50

CLD = 3,143 feet.



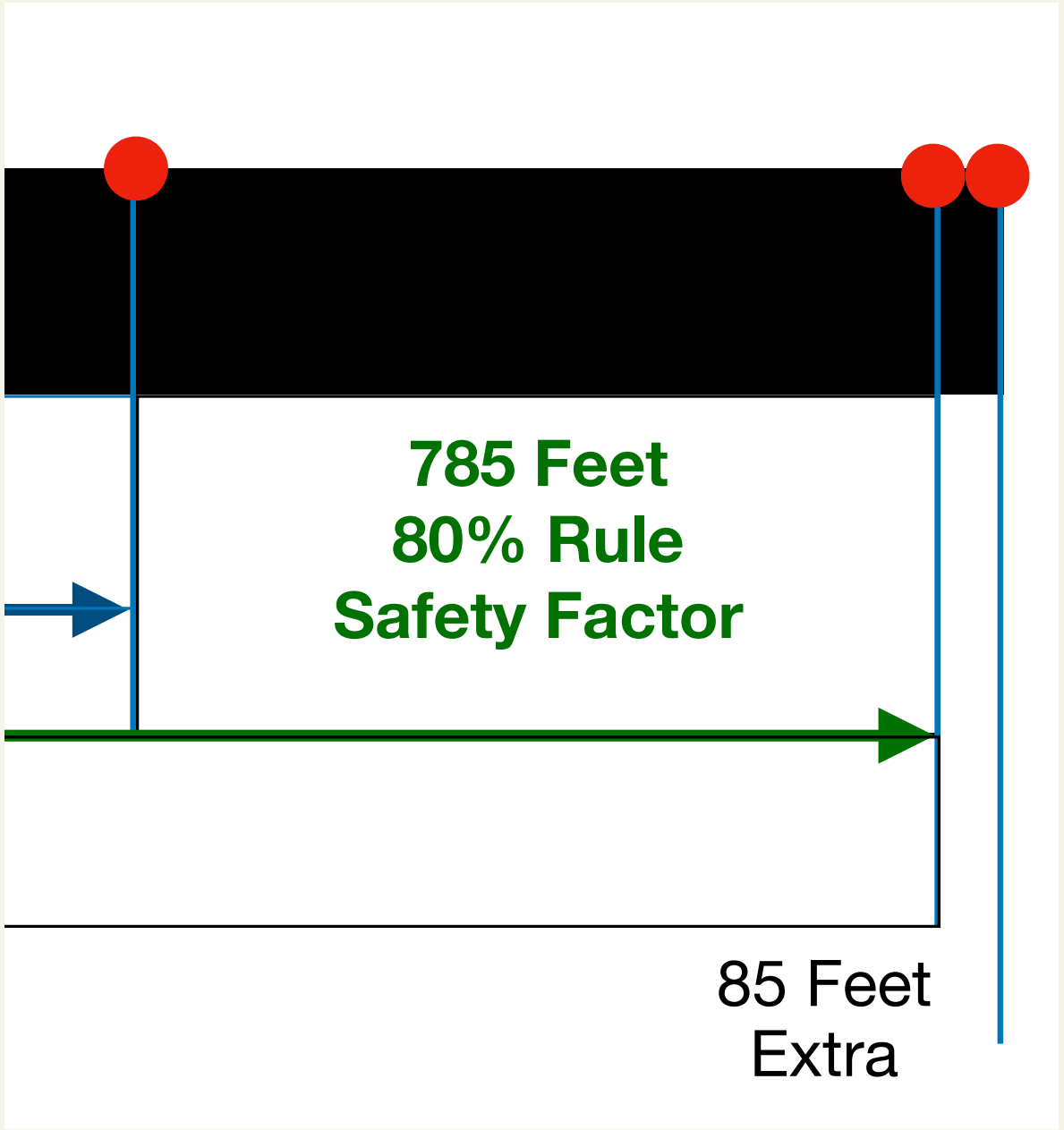
85 Ft. Remaining!

QUIZ!

Does the remaining 85 feet provide an ample safety margin?

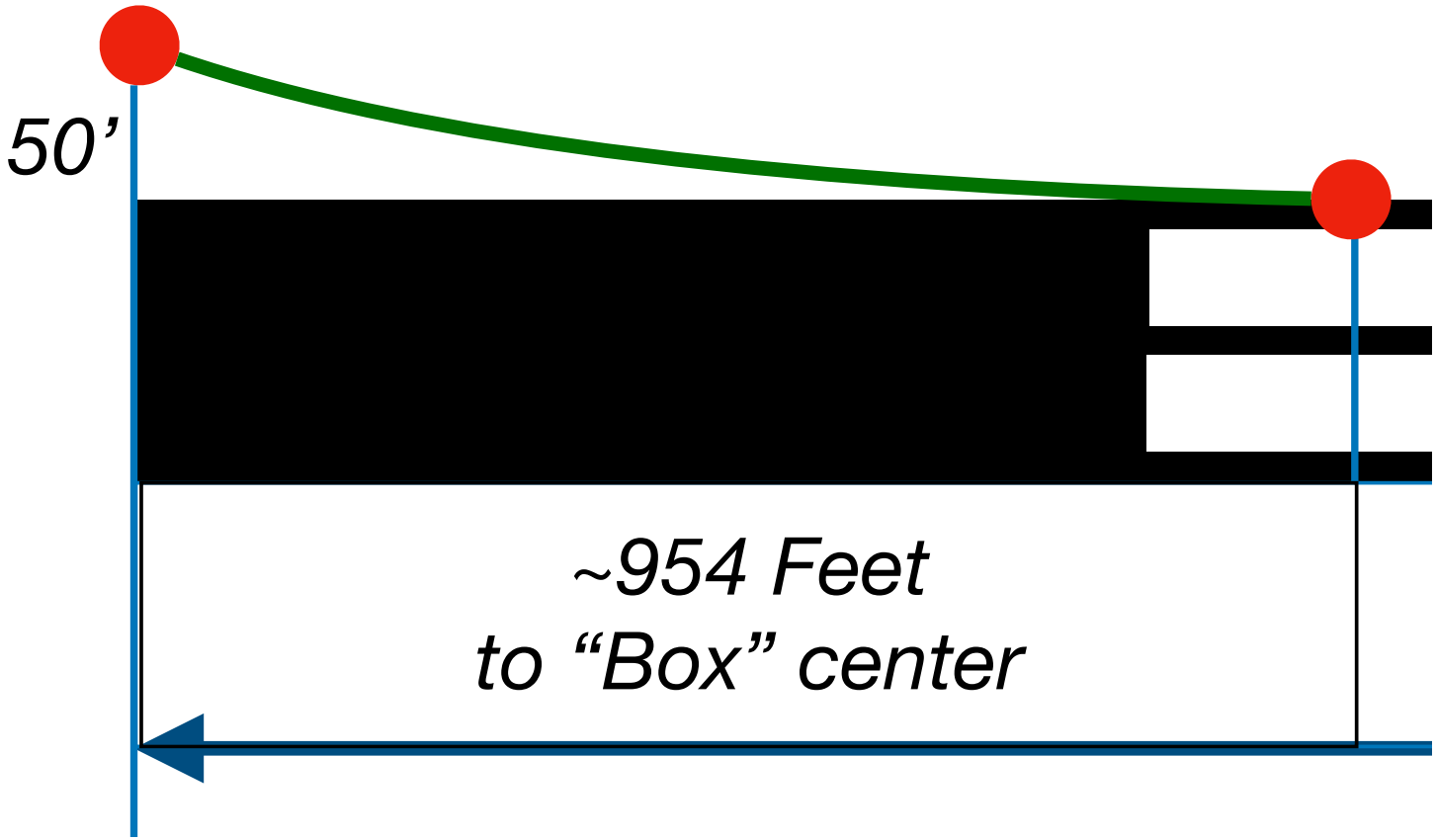
YES INDEED

WE HAVE 870!



EODO
Must always have two qualified Crew

Why Two Crew?



I am NOT a Test Pilot

- 50 Feet at Threshold
- On Speed (V_{ref})
- Configured
- Power to Idle
- Speedbrakes
- Maximum Braking

Volato's Runway Policy

ONE

Minimum Dimensions

6000 x 75

(5000 dry)

TWO

QA’d by
Ops. Control Center

THREE

Crew has final perf. calculations

Wet or Contaminated Runway

Where do we get CLD

Tabulated Data

GCU

AC 91-79A

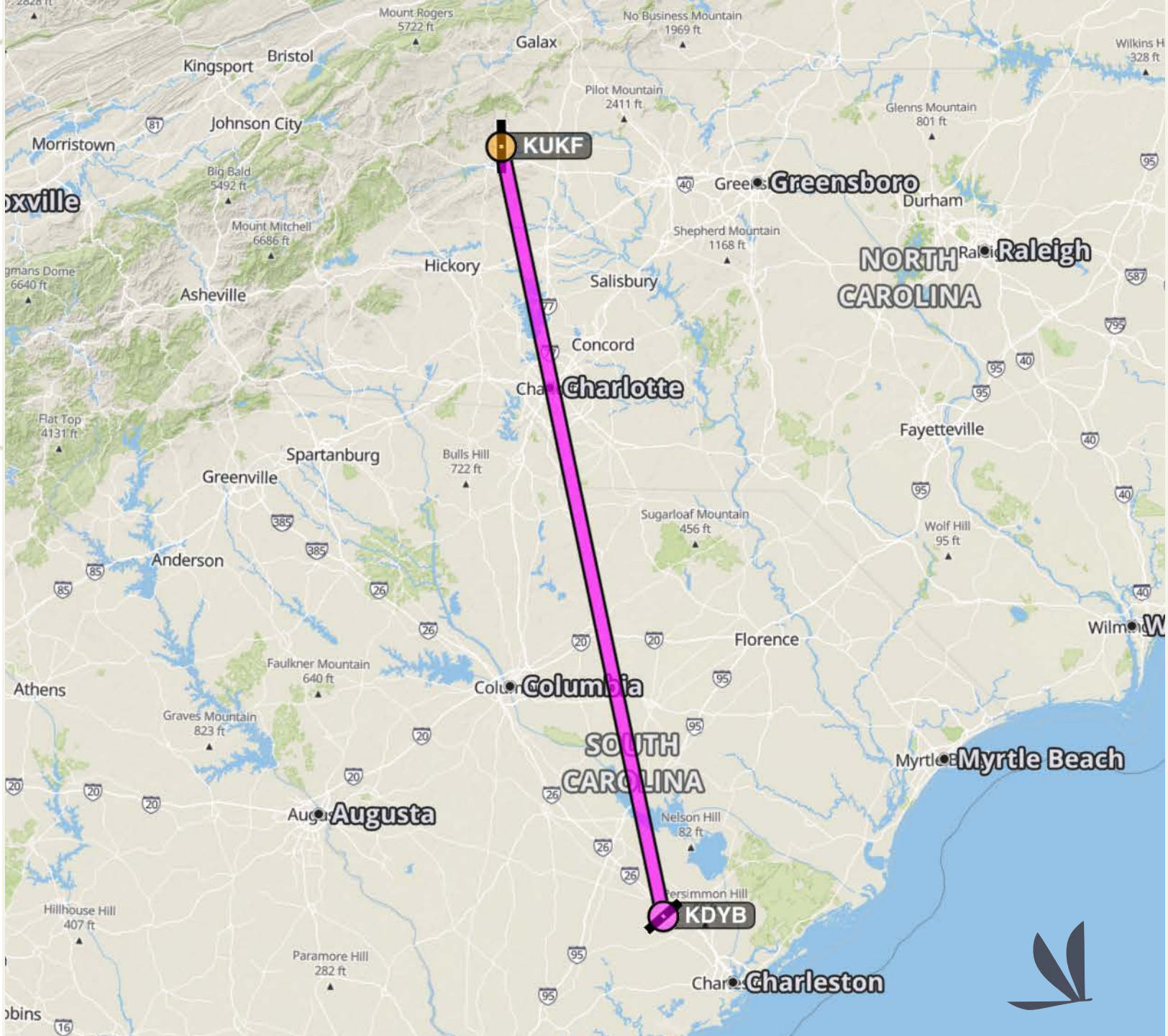
?

SAFO 06012

Volato is Safer

Approved Software Solution

SUMMERVILLE



Calculated Landing Distance (CLD)

~6,135 Feet (SAFO / AC)

ALD 5,000 Feet

From SAFO 06012

Runway Condition	Reported Braking Action	Factor to apply to (factored) dry runway landing distance*
Wet Runway, Dry Snow	Good	0.9
Packed or Compacted Snow	Fair/Medium	1.2
Wet snow, slush, standing water, ice	Poor	1.6
Wet ice	Nil	Landing is prohibited

Table 2. Multiplication factors to apply to the factored dry runway landing distances when the data for the specified runway condition are unavailable.

* The factored dry runway landing distances for use with Table 2 must be based on landing within a distance of 60% of the effective length of the runway, even for operations where the preflight planning (factored) dry runway landing distances are based on landing within a distance other than 60% of the effective length of the runway (e.g., certain operations under part 135 and subpart K of par t91). To use unfactored dry runway landing distances, first multiply the unfactored dry runway landing distance by 1.667 to get the factored dry runway landing distance before entering Table 2 above.

ANY CHARTER OPERATION, REGARDLESS OF EODO, COULD NOT LAND UNDER THESE CONDITIONS

QUIZ!

Can a Hawker 800 land in 700 feet?

YES:

HOWEVER, PILOT MUST ENSURE PARKING BRAKE IS ENGAGED PRIOR TO LANDING

CREW DUTY PERIOD

03

14 HOURS MAX

No extensions

Volato is Safer

We plan for shorter Duty of 12 Hours

This creates

a *Two Hour* buffer

CREW REST

Crew Must Have 10 Hours of uninterrupted rest before beginning Duty

Volato is Safer

We plan for longer rest of 12+ Hours

This creates Another *Two Hour* buffer

Well rested crews:

- Are safer,
- Experience a better quality of life,
- Carry Volato's culture to all our customers.

Two hour buffers:

Prevents cascading effects of a tight schedule,

Ensures an incredible customer experience,

Eliminates any grey area of Duty and Rest.

It is a safe way to operate!

TRAINING

Simulation / Recurrency / Etc.

04

Volato is Safer

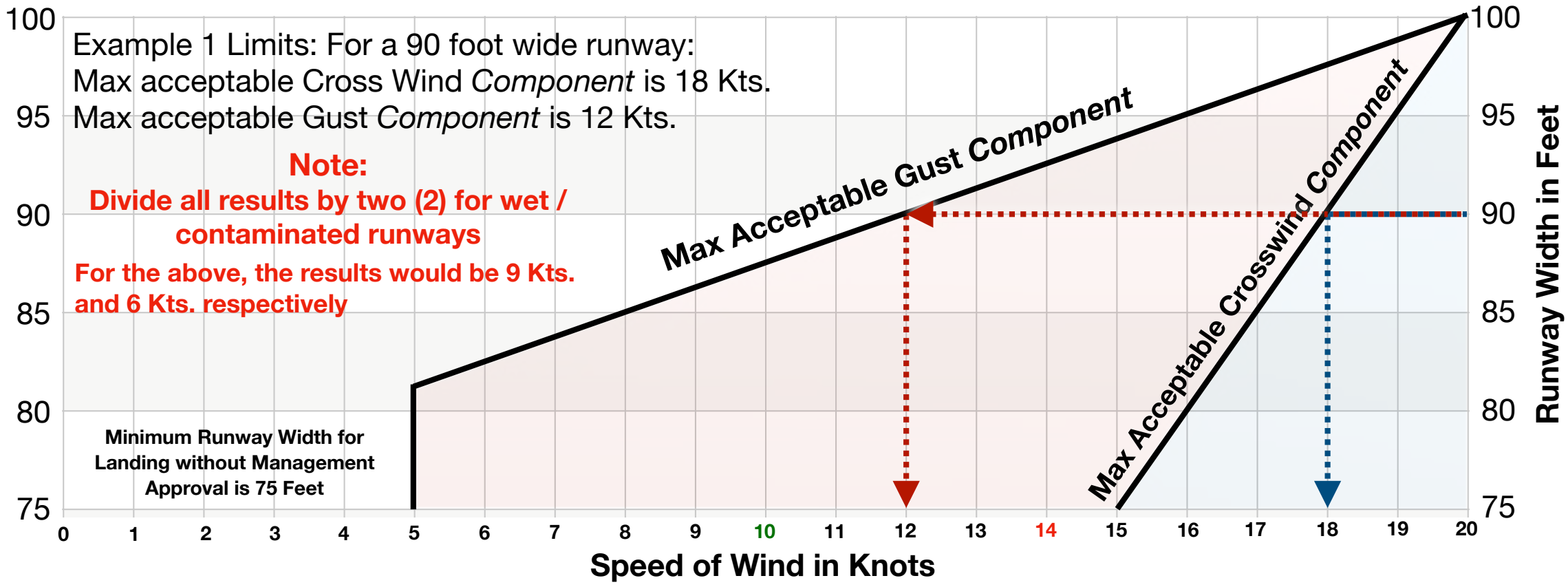
Volato emphasizes:
Contaminated Runways
Crosswind Components
High, Hot, Heavy, Humid Flights

We train these policies to our Crews

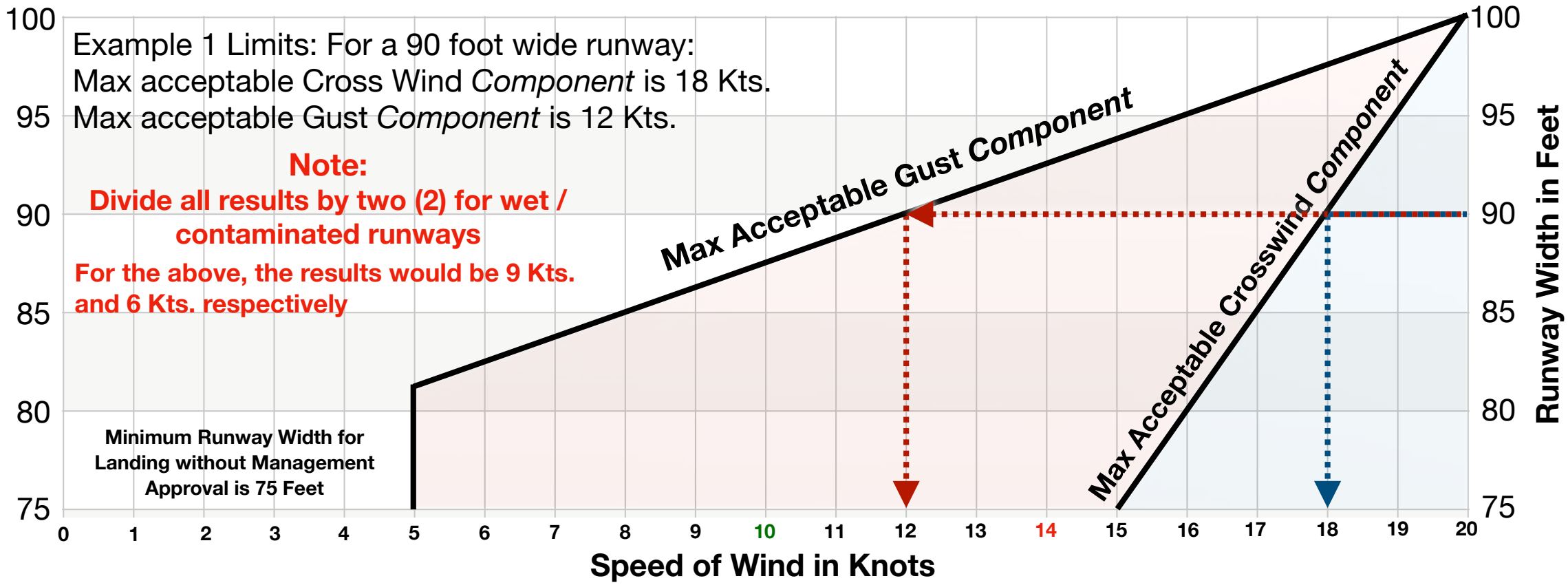
BEYOND THE REGULATIONS

05

Volato is Safer



The Captain **Must** Fly



Questions?

Volato

ENJOY FLYING MORE