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UNITED STATES DISTRICT COURT
DISTRICT OF NEW JERSEY

BRRAMN, INC., et al., :
 :
 Plaintiffs, : Hon. Joel A. Pisano
 :
 v. : Civ. Action No. 14-2686(JAP)
 :
 UNITED STATES FEDERAL :
 AVIATION ADMINISTRATION, :
 et al., :
 :
 Defendants. : Document Electronically Filed
 :

**NOTICE OF MOTION TO DISMISS PURSUANT TO
FED. R. CIV. P. 12(b)(1) AND 12(b)(6)**

To: R. William Potter, Esq.
Potter and Dickson
194 Nassau Street
Suite 31
Princeton, New Jersey 08542

PLEASE TAKE NOTICE that on September 15, 2014, the undersigned attorney, on behalf of defendant, United States Federal Aviation Administration, will move before the Honorable Joel A. Pisano, United States District Judge, United States District Court, at 402 East State Street, Trenton, New Jersey, for an order dismissing the Complaint in its entirety pursuant to Fed. R. Civ. P. 12(b)(1) and 12(b)(6).

In support of this Motion, defendant will rely upon the Memorandum in Support of Motion to Dismiss Pursuant to Fed. R. Civ. P. 12(b)(1) and 12(b)(6), and the Declaration of Bruce Montigney, and the exhibits thereto. A form of Order is submitted along with this Notice of Motion.

Defendant does not request oral argument.

Respectfully submitted,

PAUL J. FISHMAN
United States Attorney

s/ J. Andrew Ruymann

By: J. ANDREW RUYMANN
Assistant U.S. Attorney

Dated: August 18, 2014

PAUL J. FISHMAN
United States Attorney
By: J. ANDREW RUYMANN
Assistant U.S. Attorney
402 East State Street, Room 430
Trenton, New Jersey 08608
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**MEMORANDUM IN SUPPORT OF MOTION TO DISMISS
PURSUANT TO FED. R. CIV. P. 12(b)(1) and 12(b)(6)**

Motion Returnable September 15, 2014

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INTRODUCTION

Defendant, United States Federal Aviation Administration ("FAA"), respectfully submits this Memorandum in support of its Motion to Dismiss Pursuant to Fed. R. Civ. P. 12(b)(1) and 12(b)(6).

Plaintiffs, a Pennsylvania non-profit corporation and ten individuals who live or work beneath the path of flights from and into Trenton-Mercer County Airport ("Trenton Airport"), challenge the FAA's decision authorizing Frontier Airlines, Inc. ("Frontier") to provide commercial passenger service to Trenton Airport. Plaintiffs assert that the FAA violated the National Environmental Policy Act ("NEPA"), 42 U.S.C. § 4332, by allegedly failing to perform a comprehensive environmental impact analysis, including a noise analysis, prior to approving Frontier's expansion of operations to Trenton Airport. In addition to the FAA, plaintiffs name Frontier and the Mercer County Board of Chosen Freeholders ("Mercer County"), identified as the owners of Trenton Airport, as defendants.

By their Complaint, which purports to be an action brought under NEPA, federal regulations and the Administrative Procedures Act, 5 U.S.C. § 701, et seq., plaintiffs seek an order from this Court 1) enjoining Frontier from any increase or expansion of service beyond current service levels at Trenton Airport until the FAA has prepared an environmental assessment pursuant to NEPA, 2) enjoining Mercer

County from taking any action which would enable or facilitate Frontier's increase or expansion of service at Trenton Airport until the requirements of NEPA are satisfied and 3) compelling the FAA to prepare an environmental assessment addressing the full range of environmental impacts resulting from Frontier's use of Trenton Airport.

The claims against the FAA should be dismissed for lack of subject matter jurisdiction pursuant to Fed. R. Civ. P. 12(b)(1). Congress has provided that persons who are aggrieved by final actions of the FAA "may apply for review" in the "United States Court of Appeals for the District of Columbia Circuit" or "in the court of appeals of the United States for the circuit in which the person resides." 49 U.S.C. § 46110. Courts have consistently interpreted this statute as providing exclusive jurisdiction over these types of challenges in the courts of appeals, and not the district courts. See Argument A, infra. In addition, even if this Court had jurisdiction, the Complaint is untimely because Congress has provided that a petition for review must be filed within 60 days of the FAA's final action, unless the plaintiff provides a reasonable basis for waiting more than 60 days. See 49 U.S.C. § 46110. Plaintiffs here have provided no reasonable basis for waiting approximately a year and one-half after the FAA authorized Frontier

to service Trenton before filing suit. Thus, the Complaint, in addition to being in the wrong court, is untimely and should be dismissed pursuant to Fed. R. Civ. P. 12(b)(6). See Argument B, infra.

Defendant FAA relies upon this Memorandum and the Declaration of Bruce A. Montigney, Manager of the FAA's Flight Standards District Office in Indianapolis, Indiana, and the exhibits thereto.

AMENDMENT OF FRONTIER'S OPERATION SPECIFICATIONS

The FAA is charged with encouraging the development of civil aeronautics and the safety of air commerce in the United States. 49 U.S.C. § 40104. The FAA is required to issue an operating certificate to an airline when it "finds, after investigation, that the person properly and adequately is equipped and able to operate safely under this part and regulations and standards prescribed under this part." 49 U.S.C. § 44705. An operating certificate also specifies "terms necessary to ensure safety in air transportation; and (2)...the places to and from which, and the airways of the United States over which, a person may operate as an air carrier." Id. Also included in air carrier certificates is a stipulation that the air carrier's operations must be conducted in accordance with the provisions and limitations specified in operations specifications ("OpSpecs"). 14 C.F.R. § 119.5(g)(1). The regulations

implementing 49 U.S.C. § 44705 specify that an air carrier's approved OpSpecs must include, among other things, "each regular and alternate airport to be used in scheduled operations". 14 C.F.R. § 119.49(a)(4). An air carrier may not conduct any operation without having approved OpSpecs or in violation of those approved OpSpecs, including operating to/from an airport not listed on its OpSpecs. 14 C.F.R. § 119.5(g)-(j). The FAA may approve a carrier's request to amend its OpSpecs if the FAA "determines that safety in air commerce and the public interest allows the amendment." 14 C.F.R. § 119.51(a).

Frontier is, and was during the relevant period encompassed by the Complaint, the holder of an Air Carrier certificate and OpSpecs issued pursuant to 49 U.S.C. § 44705 and authorized to conduct operation under part 121 of the Federal Aviation Regulations (FARs). (Montigney Dec., paras. 2-3). By a letter dated September 19, 2012, Frontier sought an amendment to its OpSpecs to permit it to operate at Trenton Airport. Frontier made this request to the Flight Standards District Office located in Indianapolis, Indiana (Indianapolis FSDO), which is primarily responsible for administering its Air Carrier certificate. (Montigney Dec., para. 10 and Ex. A).

On September 25, 2012, after determining that Frontier could safely provide regular scheduled service at Trenton Airport, the FAA approved an amendment to Frontier's OpSpecs to include Trenton Airport. (Montigney Dec., para. 11 and Ex. B). Once Frontier's OpSpecs were approved to permit it to operate at Trenton Airport, Frontier was free to determine which other airports approved in its OpSpecs it will serve from Trenton Airport, as well as the number of flights it will provide. Those matters are considered by the FAA to be business decisions made by the carrier without FAA involvement. (Montigney Dec., para. 11).

PLAINTIFFS' COMPLAINT CHALLENGING THE FAA'S DECISION
AUTHORIZING FRONTIER TO PROVIDE SERVICE TO TRENTON AIRPORT

Plaintiffs, who claim to be injured by the noise and other pollution caused by Frontier's operations at Trenton Airport, (Complaint, para. 44), assert that the FAA violated NEPA by allegedly failing to perform a comprehensive environmental impact analysis, including a noise analysis, prior to approving Frontier's expansion of operations to Trenton Airport. (Complaint, para. 14). Plaintiffs assert that the FAA's approval of an amendment to a carrier's OpSpecs is a major Federal action requiring "the commencement of an Environmental Assessment (EA) and NEPA compliance." (Complaint para. 54). Plaintiffs allege that the FAA did not engage in the required assessment because it determined that

the approval of Frontier's amended OpSpecs was subject to a "Categorical Exclusion" from the requirements of NEPA and properly excluded from any environmental impact analysis. (Complaint, paras. 49-50). The Complaint asserts, in the lawsuit's only claim, that the FAA's decision to grant such an exclusion and to approve Frontier's amended OpSpecs authorizing operations at Trenton Airport violated NEPA, contravenes the FAA's own regulations and is arbitrary and capricious. (Complaint, p. 12, paras. 53-62).

As relief, plaintiffs seek an order from this Court 1) enjoining Frontier from any increase or expansion of service beyond current service levels at Trenton Airport until the FAA has prepared an environmental assessment pursuant to NEPA, 2) enjoining Mercer County from taking any action which would enable or facilitate Frontier's increase or expansion of service at Trenton Airport until the requirements of NEPA are satisfied and 3) compelling the FAA to prepare an environmental assessment addressing the full range of environmental impacts resulting from Frontier's use of Trenton Airport. (Complaint, pp. 14-15).

ARGUMENT

A. The Court lacks subject matter jurisdiction because the courts of appeals have exclusive jurisdiction to review final orders of the FAA.

Title 49 U.S.C. § 46110(a) provides, in pertinent part:

[A] person disclosing a substantial interest in an order issued by the Secretary of Transportation (or the . . . Administrator of the Federal Aviation Administration with respect to aviation duties and powers designated to be carried out by the Administrator) in whole or in part under this part [or part B] . . . *may apply for review of the order by filing a petition for review in the United States Court of Appeals for the District of Columbia Circuit or in the court of appeals of the United States for the circuit in which the person resides or has its principal place of business.* The petition must be filed not later than 60 days after the order is issued. The court may allow the petition to be filed after the 60th day only if there are reasonable grounds for not filing by the 60th day.

49 U.S.C. § 46110(a) (emphasis added).

Since at least 1979, courts have recognized that this statute, and its predecessor, create exclusive jurisdiction in the courts of appeals to review final orders of the FAA. See, e.g., Jones v. United States, 625 F.3d 827, 829 (5th Cir. 2010) ("Section 46110(a) of the Federal Aviation Act vests the exclusive jurisdiction over challenges to FAA orders in certain United States Courts of Appeals"); Fleming v. U.S. Dept. of Transp., 348 Fed. Appx. 736, 737 (3d Cir. 2009) ("the courts of appeals have exclusive jurisdiction to affirm, amend, modify, or set aside orders of the FAA") (citing 49 U.S.C. § 46110); St. John's United Church of Christ v. City of Chicago, 502 F.3d 616,

630 (7th Cir. 2007) (holding that plaintiffs' NEPA challenge to FAA record of decision "falls within the exclusive jurisdiction of the court of appeals"); Friends of Richards-Gebaur Airport v. FAA, 251 F.3d 1178, 1184 (8th Cir. 2001) ("a court of appeals reviewing a petition for judicial review of an order of the FAA has exclusive jurisdiction to affirm, amend, modify, or set aside any part of the order"); Sierra Club v. U.S. Dept. of Transp., 753 F.2d 120, 121 (D.C. Cir. 1985)(challenging the FAA's amendment of Frontier Airlines' operations specifications and explaining that the court of appeals takes jurisdiction under 49 U.S.C. § 1486, the predecessor version of § 46110(a)); Sima Prods. Corp. v. McLucas, 612 F.2d 309, 313 (7th Cir. 1980) (affirming district court dismissal of complaint for lack of jurisdiction where plaintiffs challenged FAA regulations, explaining that "coherence and economy are best served if courts of appeals exercise their exclusive jurisdiction over final agency actions"); City of Elizabeth v. Blakey, 2007 WL 4415054, at *3 (D.N.J. Dec. 14, 2007) (dismissing complaint where plaintiff alleged that FAA violated NEPA because "the Court of Appeals has exclusive jurisdiction to review final orders [of the FAA]").

"As numerous courts have held, when the resolution of a plaintiff's claims in federal court requires an examination of the underlying FAA proceedings, the district courts lack subject matter

jurisdiction over any such claims.” Fleming, 348 Fed. Appx. at 737. This premise is well-settled and was recently followed by this Court in Bellocchio v. New Jersey Dept. of Environmental Protection, 2014 WL 1464814 (D.N.J. April 15, 2014), where Chief Judge Simandle found, in granting the FAA’s Rule 12(b)(1) motion, that a NEPA challenge to FAA decisions concerning various projects at the Philadelphia International Airport implicated final orders of the FAA subject to 49 U.S.C. § 46110(a)’s grant of exclusive jurisdiction to the courts of appeals. Bellocchio, 2014 WL 1464814, at *5.

Here, plaintiffs’ challenge to the FAA’s approval of the amendment to Frontier’s OpSpecs implicates a final order of the FAA. The FAA’s decision was a final order within the meaning of 49 U.S.C. § 46110(a).

The Third Circuit Court of Appeals has considered the following five factors in assessing finality: “1) whether the decision represents the agency's definitive position on the question; 2) whether the decision has the status of law with the expectation of immediate compliance; 3) whether the decision has immediate impact on the day-to-day operations of the party seeking review; 4) whether the decision involves a pure question of law that does not require further factual development; and 5) whether immediate judicial review would speed enforcement of the relevant act.” CEC Energy Co.,

Inc. v. Pub. Serv. Comm'n of Virgin Islands, 891 F.2d 1107, 1110 (3d Cir. 1989) (citing Solar Turbines, Inc. v. Seif, 879 F.2d 1073, 1080 (3d Cir. 1989) (citing Fed. Trade Comm'n v. Standard Oil Co. of Cal., 449 U.S. 232 239-40 (1980))). The Third Circuit's finality assessment comports with the Supreme Court's determination of indicia of finality: "a definitive statement of the agency's position which has a direct and immediate effect on the petitioner's day-to-day operations, which has the status of law, and of which immediate compliance is expected." Aerosource, Inc. v. Slater, 142 F.3d 572, 579 (3d Cir.1998) (citing Standard Oil, 449 U.S. at 239). Further, an order "need not be formal, the product of a formal decision-making process, or be issued personally by the Administrator" but it must "impose an obligation, deny a right, or fix some legal relationship." Aerosource, Inc., 142 at 578.

The decision of the FAA approving the amendment to Frontier's OpSpecs was a final order as it represented the agency's definitive and final position, had a direct and immediate effect, had the status of law and involved immediate compliance.

Finally, plaintiffs are not saved by the "federal question" jurisdictional provision of 28 U.S.C. § 1331 or by any other general statutory provision addressing federal court jurisdiction; the more narrowly drawn jurisdictional provision is determinative. "When

two jurisdictional statutes draw different routes of appeal, the well-established rule is to apply only the more specific legislation. California Save Our Streams Council v. Yeutter, 887 F.2d 908, 911 (9th Cir. 1989). "In a variety of contexts the [Supreme Court] has held that a precisely drawn, detailed statute pre-empts more general remedies." Anselma Crossing L.P. v. U.S. Postal Serv., 637 F.3d 238 (3d Cir. 2011) (citation omitted). This rule flows from the Congressional intent to carve out from the broader scheme a specific exception for a particular type of claim. Block v. North Dakota, 461 U.S. 273, 285 (1983). "[W]hen review of an agency order is at issue and when Congress has vested exclusive jurisdiction over that review in the Courts of Appeals, NEPA does not provide independent grounds for district court jurisdiction." City of Alexandria v. Helms, 728 F.2d 643, 646 (4th Cir. 1984). See also City of Rochester v. Bond, 603 F.2d 927, 936 (2d Cir. 1979) ("the district court may not exercise concurrent jurisdiction merely because a violation of NEPA is alleged"). Further, to the extent there could be any ambiguity, "in administrative appeals, where it is unclear whether jurisdiction is in the district court or the court of appeals the ambiguity is resolved in favor of the latter." Communities Against Runway Expansion v. FAA, 355 F.3d 678, 684 (D.C. Cir. 2004).

Applying these well-established principles of statutory construction alongside the weight of judicial precedent interpreting the exclusive-review provision of 49 U.S. C. § 46110, it is clear that judicial review of plaintiffs' challenge to the FAA's approval of an amendment to Frontier's OpSpecs may only be had in a United States Court of Appeals. Accordingly, this Court lacks jurisdiction and should dismiss the Complaint.

B. The Complaint should be dismissed pursuant to Fed. R. Civ. P. 12(b)(6) because plaintiffs' claims are time-barred.

Even if jurisdiction existed in this Court, the Complaint should still be dismissed as against the FAA because plaintiffs' claims are time-barred. As noted above, a petition to review a final order of the FAA, in the court of appeals, "must be filed not later than 60 days after the order is issued." 49 U.S.C. § 46110. The final order plaintiffs challenge - that is, the FAA's approval of an amendment to Frontier's OpsSpecs authorizing Frontier's expansion of operations to Trenton Airport - was issued on September 25, 2012. Plaintiffs filed this lawsuit on April 28, 2014, long after the 60-day period. As such their Complaint is time-barred unless "there are reasonable grounds for not filing by the 60th day." 49 U.S.C. § 46110; see also Belocchio, 2014 WL 146814 at *6 (noting that, even if the district court had jurisdiction over claims challenging FAA

final orders, such claims would be time-barred); City of Elizabeth, 2007 WL 4415054 at *6 (challenge dismissed as time-barred because plaintiff filed well beyond the 60-day period).

Generally, courts have found reasonable grounds for late filing only where the delay is the result of more than mere ignorance of the order. Avia Dynamics v. Federal Aviation Administration, 641 F.3d 515, 521 (D.C. Cir. 2011). Reasonable grounds have been found to exist where the order was misleading in its applicability, see National Air Transportation Ass'n. v. McArtor, 866 F.2d 483 (D.C. Cir. 1989); where a petitioner was attempting to exhaust administrative remedies, see Reder v. Administrator, FAA, 116 F.3d 1261 (8th Cir. 1997); where the FAA creates confusion, see Greater Orlando Aviation Authority v. FAA, 939 F.2d 954 (11th Cir. 1991); and where the challenger was aware that the order might be undergoing modification and was unable to determine the extent of the modification. See Safe Extensions, Inc. v. Federal Aviation Administration, 509 F.3d 593, 604 (D.C. Cir. 2007).

In this case, the Complaint does not identify any ground, let alone a reasonable ground, for allowing a challenge to the FAA's September 25, 2012, decision approving the expansion of Frontier's operations to Trenton Airport over one and a half years after that decision was made. (Montigney Dec., para. 11 and Ex. 2). Moreover,

plaintiffs were clearly aware of the environmental compliance issue raised in the lawsuit, and possessed all of the relevant facts, no later than the middle of 2013 as plaintiff BRRAM asserted a violation of NEPA in connection with the FAA's approval of the expansion of Frontier's operations to Trenton Airport in its letter to the FAA of April 24, 2013, (Complaint, Ex. 4), and the FAA, in a letter dated May 28, 2013, addressed BRRAM's allegation and indicated that Frontier's operations at Trenton Airport would continue. (Complaint, Ex. 6). Yet, plaintiffs did not file their lawsuit until April 28, 2014.

Accordingly, in addition to being in the wrong court, plaintiffs' Complaint is untimely.

CONCLUSION

For the reasons set forth above, this Court should grant defendant FAA's Motion and dismiss the Complaint, with prejudice, in its entirety.

Respectfully submitted,

PAUL J. FISHMAN
United States Attorney

s/ J. Andrew Ruymann

By: J. ANDREW RUYMANN
Assistant U.S. Attorney

Dated: August 18, 2014

IN THE UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF NEW JERSEY

BRRAM, et al.)	
Plaintiffs,)	
)	
)	Civil Action No. 3:14-cv-02686-JAP-DEA
v.)	
)	
FEDERAL AVIATION ADMINISTRATION,)	
et al.,)	
Defendants.)	

DECLARATION OF BRUCE A. MONTIGNEY

I, Bruce A. Montigney, hereby state under penalty of perjury the following facts:

1. I am the manager of the Indianapolis Flight Standards District Office. As part of my duties I am responsible for overseeing the administration of Frontier’s Air Carrier Certificate.
2. Frontier holds an Air Carrier certificate issued by the Federal Aviation Administration pursuant to 49 U.S.C. §44705 and 14 C.F.R. part 119. Frontier provides scheduled air service under part 121 of the Federal Aviation Regulations [14 C.F.R. part 121].
3. Frontier also holds Operating Specifications (OpSpecs) issued pursuant to 49 U.S.C. §44705 and part 119 of the Federal Aviation Regulations [14 C.F.R. part 119].
4. OpSpecs are issued to a holder of an air carrier certificate to define the conditions under which the air carrier must operate to ensure a safe operation.
5. Air carriers are required to operate in conformity with their OpSpecs.
6. One of the required elements of an air carrier’s OpSpecs is a list of airports the carrier may serve in scheduled operations.
7. In order to include an airport in an air carrier’s OpSpecs, the FAA must determine that the air carrier is able to conduct scheduled operations to and from that airport safely.
8. OpSpecs may be amended at the request of the air carrier. OpSpecs may also be amended at the discretion of the FAA when the FAA determines that an amendment is required by safety in air transportation or air commerce and the public interest.

9. As the certificate holding district office for Frontier, the Indianapolis FSDO is responsible for managing the OpSpecs for Frontier, including making the decision to amend Frontier's OpSpecs.
10. By letter dated September 19, 2012, Frontier requested amendment of its OpSpecs to permit it to serve Trenton-Mercer County Airport as a regular airport. Exhibit A, Letter from Frontier Airlines to FAA, is a copy of Frontier's request for amendment of its OpSpecs.
11. On September 25, 2012, after determining that Frontier could safely provide regular scheduled service at Trenton-Mercer County Airport, the FAA approved an amendment to Frontier's OpSpecs to include Trenton-Mercer County Airport. Exhibit B to this declaration, Frontier Airlines Operations Specifications C070, dated September 25, 2012 reflects this decision. Once Frontier's OpSpecs were approved to permit it to operate at Trenton-Mercer County Airport, Frontier required no further approvals with respect to service at Trenton-Mercer County Airport. Frontier is free to determine which other airports approved in its OpSpecs it will serve from Trenton-Mercer County Airport, as well as the number of flights it will provide. These matters are business decisions made by the carrier without FAA involvement.

I certify under penalty of perjury that the foregoing is true and correct. Executed on this 14TH day of August 2014.

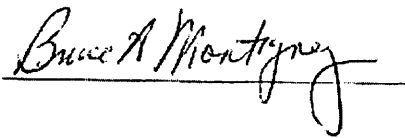


Exhibit A

FRONTIER

Frontier Airlines, Inc.
7001 Tower Road
Denver, Colorado 80249

P 720-374-7400

www.frontierairlines.com

September 19, 2012

Dale Snider
Flight Standards District Office
1201 Columbia Road, Suite 101
Plainfield, IN. 46168-7582
Tel: (317) 837-4473

Subject: Scheduled Airbus service from TTN.

Dear Mr. Snider,

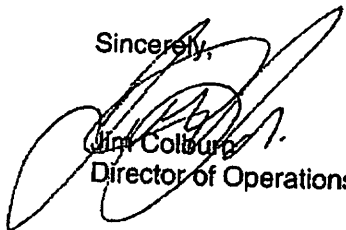
Please accept this letter as notification that Frontier Airlines intends to begin scheduled service from Trenton New Jersey (TTN).

Service is scheduled to begin on November 16, 2012 utilizing the Airbus A320 series aircraft.

Route	Departs	Arrives	Frequency	Aircraft
316 MCO-TTN	07:25	09:50	Friday	A320 series
317 TTN-MCO	12:55	18:35	Friday	A320 series

Please accept this as Frontier Airlines official letter of request to add Trenton New Jersey (TTN) to the Frontier Airlines Operations Specifications C070 airports as a Regular (R) and Alternate (A) airport.

Sincerely,



Jim Colburn
Director of Operations

Cc: J. Colburn K. Elkin J. Bendoraitis D. Diehl C. Van Leuven
 J. Taras B. Westgate J. Carlson J. Ward

A whole different animal.

Exhibit B

U.S. Department
of Transportation
Federal Aviation
Administration

Operations Specifications

C070 - Airports Authorized for Scheduled Operations

HQ Control: 07/25/2001

HQ Revision: 04b

- a. The certificate holder is authorized to conduct scheduled passenger and cargo operations between the regular, refueling, and provisional airports specified in the following table. Except for alternate airports, the certificate holder shall not use any other airport in the conduct of scheduled passenger and cargo operations. The certificate holder shall maintain a list of alternate airports which can be used and shall not use any alternate airport unless it is suitable for the type of aircraft being used and the kind of operation being conducted.
- b. The following definitions shall apply:

Regular Airport: An airport approved under scheduled service to a community as the regular stop to that community.

Refueling Airport: An airport approved as an airport to which flights may be dispatched only for refueling.

Provisional Airport: An airport approved for use by an air carrier for the purpose of providing scheduled service to a community when the regular airport serving that community is not available.

Alternate Airport: An airport at which an aircraft may land if a landing at the intended airport becomes inadvicable.

NOTE: Refueling and provisional airports are not applicable to Part 135 operations;
R = Regular, F = Refueling, A = Alternate, and P = Provisional

The complete Airports Authorized for Scheduled Operations table begins on the next page.

U.S. Department
of Transportation
Federal Aviation
Administration

Operations Specifications

Airports Authorized for Scheduled Operations

Location	AIRCRAFT AUTHORIZED			
	Provisional	A-318	A-319	A-320
ABILENE REGIONAL, TX, UNITED STATES: KABI	N/A	A	A	A
ACAPULCO, MEXICO: MMMA	N/A	A	A	A
AKRON-CANTON REGIONAL, OH, UNITED STATES: KCAK	N/A	A	A	A
ALBANY INTERNATIONAL, NY, UNITED STATES: KALB	N/A	A	A	A
ALBUQUERQUE INTL, NM, UNITED STATES: KABQ	N/A	A	A	A
ALEXANDRIA INTL, LA, UNITED STATES: KAEX	N/A	A	A	A
ALLENTOWN/LEHIGH VALLEY INTL, PA, UNITED STATES: KABF	N/A	A	A	A
AMARILLO INTL, TX, UNITED STATES: KAMA	N/A	A	A	A
ANCHORAGE, ALASKA (U.S.): PAED	N/A	A	A	A
ANCHORAGE INTL, AK, ALASKA (U.S.): PANC	N/A	A	A	A
ATLANTA HARTSFIELD-JACKSON ATLANTA INTL, GA, UNITED STATES: KATL	N/A	A	A	A
ATLANTIC CITY INTL, NJ, UNITED STATES: KACY	N/A	A	A	A
AUGUSTA GUSTAVIA REGIONAL AT RUSH FIELD, GA, UNITED STATES: KAGS	N/A	A	A	A
AUSTIN/BERGSTROM INTERNATIONAL, TX, UNITED STATES: KAUS	N/A	A	A	A
BAKERSFIELD/DAWSONS FIELD, CA, UNITED STATES: KBF	N/A	A	A	A
BALTIMORE-WASHINGTON INTL, THURGOOD MARSHALL, MD, UNITED STATES: KBWI	N/A	A	A	A
BANGOR INTL, ME, UNITED STATES: KBGR	N/A	A	A	A
BAYON ROUGE METROPOLITAN RYAN FIELD, LA, UNITED STATES: KRTT	N/A	A	A	A
BEAUMONT/PORT ARTHUR/JACK BROOKS REGIONAL, TX, UNITED STATES: KHPT	N/A	A	A	A
BELLEVILLE/SCOTT AIRFIELD/AMERICA, IL, UNITED STATES: KRLV	N/A	A	A	A

Frontier Airlines, Inc.

CO70-2

Certificate No.: F3LA008Y

U.S. Department
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Operations Specifications

AIRPORTS		AIRCRAFT AUTHORIZED		
Location	Provisional	A-318	A-319	A-320
BELLINGHAM/INTL. WA., UNITED STATES: KBLI	N/A	A,R	A,R	A,R
BILLINGS LOGAN INTL. MT., UNITED STATES: KBIL	N/A	A	A	A
BLOOMINGTON/NORMAL/CENTRAL ILLINOIS REGIONAL, IL., UNITED STATES: KBMI	N/A	A,R	A,R	A,R
BOISE AIR TERMINAL/GOWEN FLD. ID., UNITED STATES: KBOI	N/A	A,R	A,R	A,R
BOSTON/GENERAL E.L. LOGAN INTL. MA., UNITED STATES: KBOS	N/A	A,R	A,R	A,R
BOZEMAN/GALLATIN FIELD, MT., UNITED STATES: KBZN	N/A	A,R	A,R	A,R
BRADLEY INTL AIRPORT WINDSOR LOCKS, CT., UNITED STATES: KBDL	N/A	A	A	A
BRANSON AIRPORT, UNITED STATES: KBBG	N/A	A,R	A,R	A,R
BUFFALO NIAGARA INTL AIRPORT, NY., UNITED STATES: KBUF	N/A	A	A	A
BULLHEAD CITY/LAUGHLIN/BULLHEAD INT'L. AZ. UNITED STATES: KJHP	N/A	A	A	A
CANCUN, MEXICO: MMUN	N/A	-	A,R	A,R
CASPER/NATRONA COUNTY INTL, WY., UNITED STATES: KCPR	N/A	A	A	A
CHARLOTTE/DOUGLAS INTL. NC., UNITED STATES: KCLT	N/A	A	A	A
CHATTANOOGA/LOVELL FIELD, TN., UNITED STATES: KCHA	N/A	A	A	A
CHIEYENNE/REGIONAL/JERRY OLSON FIELD, WY., UNITED STATES: KCYS	N/A	A	A	A
CHICAGO/CHICAGO-MIDWAY INTL. IL., UNITED STATES: KMDW	N/A	A,R	A,R	A,R
CHICAGO/O'HARE INTL. IL., UNITED STATES: KORD	N/A	A,R	A,R	A,R
CINCINNATI/NORTHERN KENTUCKY INTL. OH., UNITED STATES: KCVG	N/A	A,R	A,R	A,R
CLEVELAND/CLEVELAND-HOPKINS INTL. OH., UNITED STATES: KCLE	N/A	A,R	A,R	A,R
COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI. CO., UNITED STATES: KCOS	N/A	A,R	A,R	A,R
COLUMBIA METROPOLITAN, SC., UNITED STATES: KCAE	N/A	A	A	A
COLUMBIA REGIONAL, MO., UNITED STATES: KCOU	N/A	A	A	A

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Operations Specifications

AIRPORTS Location	Provisional	AIRCRAFT AUTHORIZED		
		A-318	A-319	A-320
COLUMBUS/PORT COLUMBUS INTL. OH., UNITED STATES: KCMH	N/A	A	A	A
COZUMEL, MEXICO; MMCZ	N/A	-	A,R	A,R
CULIACAN, MEXICO; MMCL	N/A	A	A	A
DALLAS/DALLAS-LOVE FIELD, TX., UNITED STATES: KDAL	N/A	A	A	A
DALLAS-FORT WORTH/INTL, TX., UNITED STATES: KDFW	N/A	A,R	A,R	A,R
DAYTON/JAMES M. COX DAYTON INTL. OH., UNITED STATES: KDAY	N/A	A,R	A,R	A,R
DAYTONA BEACH/INTL, FL., UNITED STATES; KDAB	N/A	A	A	A
DENVER INTERNATIONAL, CO., UNITED STATES; KDEN	N/A	A,R	A,R	A,R
DES MOINES INTL. IA., UNITED STATES: KDSM	N/A	A,R	A,R	A,R
DETROIT/METROPOLITAN WAYNE COUNTY, MI., UNITED STATES: KDTW	N/A	A,R	A,R	A,R
DUBUQUE REGIONAL, IA., UNITED STATES; KDHO	N/A	A	A	A
DULUTH/INTL, MN., UNITED STATES; KDLH	N/A	A	A	A
DURANGO/INTL, MEXICO; MMDO	N/A	A	A	A
EL PASO/INTL, TX., UNITED STATES; KELP	N/A	A	A	A
EUGENE/MAHLON SWEET FIELD, OR., UNITED STATES; KHUG	N/A	A	A	A
EVANSVILLE REGIONAL, IN., UNITED STATES; KEVV	N/A	A	A	A
EVERETT/SNOHOMISH COUNTY- PAINE FIELD, WA., UNITED STATES; KPAE	N/A	A	A	A
FAIRBANKS/BIELSON AFB, AK., ALASKA (U.S.); PAE1	N/A	A	A	A
FAIRBANKS/INTL, AK., ALASKA (U.S.); PAFA	N/A	A,R	A,R	A,R
FARGO/HECTOR INTL., ND., UNITED STATES; K FAR	N/A	A	A	A
FARMINGTON/ FOUR CORNERS REGIONAL, NM, UNITED STATES; KFMN	N/A	A	A	A
FLINT/BISHOP INTL., MI., UNITED STATES; KFNT	N/A	A	A	A
FORT COLLINS/LOVELAND MUNI, CO. UNITED STATES; KFNL	N/A	A	A	A

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Operations Specifications

AIRPORTS	Location	AIRCRAFT AUTHORIZED			
		Provisional	A-318	A-319	A-320
PORT LAUDERDALE/PORT LAUDERDALE-HOLLYWOOD INTL.FL., UNITED STATES: KPELL		N/A	A/R	A/R	A/R
FORT MYERS/SOUTHWEST FLORIDA AIRPORT.FL., UNITED STATES: KRSW		N/A	A/R	A/R	A/R
FORT WAYNE INTERNATIONAL.IN., UNITED STATES: KFWA		N/A	A	A	A
FRESNO-YOSEMITE INTERNATIONAL.CA., UNITED STATES: KPAT		N/A	A	A	A
GAINESVILLE REGIONAL.FL., UNITED STATES: KGNV		N/A	A	A	A
GRAND JUNCTION REGIONAL.CO., UNITED STATES: KJDT		N/A	A	A	A
GRAND RAPIDS/GERALD R. FORD INTL.MI., UNITED STATES: KGRK		N/A	A/R	A/R	A/R
GRENBURY/AUSTIN STRAUHEL.WI., UNITED STATES: KGRB		N/A	A/R	A/R	A/R
GUADALAJARA, MEXICO: XMGL		N/A	A	A	A
GULFPORT/GULFPORT-BILOXI INTL.MS., UNITED STATES: KGPB		N/A	A	A	A
HARRISBURG/INTL.PA., UNITED STATES: KADT		N/A	A/R	A/R	A/R
HOUSTON/GEOURGE BUSH INTERCONTINENTAL.TX., UNITED STATES: KHAH		N/A	A/R	A/R	A/R
HOUSTON/WILLIAM P. HOBBY.TX., UNITED STATES: KHOU		N/A	A/R	A/R	A/R
INDIANAPOLIS/INTL.IN., UNITED STATES: KIND		N/A	A/R	A/R	A/R
ISLAND LONG ISLAND MACARTHUR.NY., UNITED STATES: KISP		N/A	A	A	A
JACKSON HOLE.EVY., UNITED STATES: KJAC		N/A	R	R	R
JACKSON-EVERS INTL.AIRPORT.MS., UNITED STATES: KJAN		N/A	A	A	A
JACKSONVILLE/INTL.FL., UNITED STATES: KJAX		N/A	A	A	A
KANSAS CITY/INTL.MO., UNITED STATES: KMF1		N/A	A	A	A
KENAI/MIDLIN.AK., ALASKA (U.S.): PAEN		N/A	A/R	A/R	A/R
KINGSTON/NORMAN MANLEY.JAMAICA: MKJP		N/A	A	A	A
KNOXVILLE/MCGUIRE TYSON.TN., UNITED STATES: KTVS		N/A	A/R	A/R	A/R
LA CROSSE/MUNI.WI., UNITED STATES: KLSF		N/A	A	A	A

Frontier Airlines, Inc.

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Certificate No.: F3L A008Y

U.S. Department of Transportation Federal Aviation Administration
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AIRPORTS	Location	Provisional	AIRCRAFT AUTHORIZED			
			A-318	A-319	A-320	
LA PAZ INTERNATIONAL, MEXICO: MMLP		N/A	A	A	A	
LAFAYETTE/REGIONAL, LA, UNITED STATES: KFTT		N/A	A	A	A	
LANSING/CAPITAL REGION INTL, MI, UNITED STATES: KLAN		N/A	A	A	A	
LARAMIE/REGIONAL, WY, UNITED STATES: KLAR		N/A	A	A	A	
LAS VEGAS/CARBAN INTL, NV, UNITED STATES: KLAS		N/A	A.R.	A.R.	A.R.	
LIBERIA/DANIEL ODUBER INTL, COSTA RICA: MRLB		N/A	A.R.F.	A.R.F.	A.R.F.	
LINCOLN, NE, UNITED STATES: KLNK		N/A	A	A	A	
LITTLE ROCK/DAMS FIELD, AR, UNITED STATES: KLIY		N/A	A.R.	A.R.	A.R.	
LONG BEACH/DAUGHERTY FIELD, CA, UNITED STATES: KLGH		N/A	A	A	A	
LOS ANGELES INTL, CA, UNITED STATES: KLAS		N/A	A	A	A	
LOUISVILLE/STANDIFORD, KY, UNITED STATES: KSDY		N/A	A.R.	A.R.	A.R.	
MACON/MIDDLE GEORGIA REGIONAL, GA, UNITED STATES: KJCN		N/A	A	A	A	
MAKON/DANE COUNTY REGIONAL, TRUAX FIELD, WI, UNITED STATES: KMSN		N/A	A.R.	A.R.	A.R.	
MANAGUA/AUGUSTO CESAR SANDINO, NICARAGUA: MAMG		N/A	A	A	A	
MANCHESTER/AMC/HESTER, NH, UNITED STATES: KMHF		N/A	A	A	A	
MAZATLAN, MEXICO: MMNZ		N/A	A.R.	A.R.	A.R.	
MEDFORD/ROQUE VALLEY INTL, OR, UNITED STATES: KMFJ		N/A	A	A	A	
MEI BOJENSE/INTL, FL, UNITED STATES: KMLB		N/A	A	A	A	
MEMPHIS/INTL, TENN, UNITED STATES: KMEM		N/A	A	A	A	
MERIDA, MEXICO: MMMD		N/A	-	A	A	
MEXICO CITY/BENITO JUAREZ INTL, MEXICO: MMXX		N/A	A	A	A	

Premier Airlines, Inc.

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Certificate No.: F31A08Y

U.S. Department
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AIRPORTS	Location	AIRCRAFT AUTHORIZED			
		Provisional	A-318	A-319	A-320
MIA/MIA INTL. FL., UNITED STATES: KMIA		N/A	A	A	A
MILWAUKEE GENERAL MITCHELL INTL. WI., UNITED STATES: KMKE		N/A	A,R	A,R	A,R
MINNEAPOLIS-ST PAUL/WOLD CHAMBERLAIN, MN., UNITED STATES: KMSP		N/A	A,R	A,R	A,R
MOBILE/REGIONAL, AL., UNITED STATES: KMOB		N/A	A	A	A
MOJAVE/QUAD CITY INTL. IL., UNITED STATES: KMJL		N/A	A	A	A
MONROEMONROE REGIONAL LA., UNITED STATES: KMUJ		N/A	A	A	A
MONTGOMERY/REGIONAL JAMAICA: MKJS		N/A	A	A	A
MONTROSE REGIONAL (DANIELLY FIELD), AL., UNITED STATES: KMGM		N/A	A	A	A
MONTROSE REGIONAL CO. INTL. WA. U.S., UNITED STATES: KMJT		N/A	A	A	A
MOSES LAKE GRANT CO. INTL. WA. U.S., UNITED STATES: KMVH		N/A	A	A	A
NASHVILLE/INTL. TN., UNITED STATES: KRNA		N/A	A,R	A,R	A,R
NEW ORLEANS/INTL. LOUIS ARMSTRONG, LA., UNITED STATES: KMSY		N/A	A,R	A,R	A,R
NEW YORK JOHN F. KENNEDY INTL., NY., UNITED STATES: KJFK		N/A	A	A	A
NEW YORK LAGUARDIA, NY., UNITED STATES: KLGA		N/A	A,R	A,R	A,R
NEWARK/LIBERTY INTL. NJ., UNITED STATES: KWR		N/A	A	A	A
NEWBURGH/STEWART INTL. NY., UNITED STATES: KSWF		N/A	A	A	A
NEWPORT NEWS/WILLIAMSBURG INTL. VA., UNITED STATES: KSWF		N/A	A	A	A
NORTH PLATTE/REGIONAL, NE., UNITED STATES: KPIF		N/A	A,R	A,R	A,R
OKLAHOMA CITY/WHILL ROGERS WORLD OK., UNITED STATES: KOKC		N/A	A	A	A
OKLAHOMA CITY/WHILL ROGERS WORLD OK., UNITED STATES: KOKC		N/A	A,R	A,R	A,R
OMAHA/PIPER AIR FIELD, NE., UNITED STATES: KOMA		N/A	A,R	A,R	A,R
ONTARIO/INTL. CA., UNITED STATES: KONT		N/A	A	A	A

Frontier Airlines, Inc.

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Certificate No.: F3LAD08X

U.S. Department
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Operations Specifications

AIRPORTS		AIRCRAFT AUTHORIZED		
Location	Provisional	A-318	A-319	A-320
ORLANDO/INTL.FL., UNITED STATES: KMCO	N/A	A,R	A,R	A,R
ORLANDO/SANFORD INTL, FL., UNITED STATES: KSFH	N/A	A	A	A
PALM SPRINGS/REGIONAL,CA, UNITED STATES: KPSP	N/A	A,R	A,R	A,R
PANAMA CITY/TOCUMEN INTL., PANAMA: MPTO	N/A	A	A	A
PEORIA/GENERAL DOWNING - PEORIA INTL, IL., UNITED STATES: KPFA	N/A	A	A	A
PHILADELPHIA/INTL, PA., UNITED STATES: KPHL	N/A	A,R	A,R	A,R
PHOENIX/MESA GATEWAY, AZ., UNITED STATES: KIWA	N/A	A	A	A
PHOENIX/SKY HARBOR INTL., AZ., UNITED STATES: KPHX	N/A	A,R	A,R	A,R
PITTSBURGH INTL AIRPORT, PA., UNITED STATES: KPIT	N/A	A,R	A,R	A,R
POCAHONTO/REGIONAL, ID., UNITED STATES: KPHI	N/A	A	A	A
PORT-AU-PRINCE/INTL, HAITI: MTPP	N/A	A	A	A
PORTLAND/INTL JETPORT, ME., UNITED STATES: KPWM	N/A	A	A	A
PORTLAND/INTL, OR., UNITED STATES: KPDX	N/A	A,R	A,R	A,R
PORTSMOUTH/INTL AT PHEASE, NH., UNITED STATES: KPMS	N/A	A	A	A
PROVIDENCE/THEODORE FRANCIS GREENE STATE,RI., UNITED STATES: KPVD	N/A	A	A	A
PROVO MUNICIPAL AIRPORT, UT, UNITED STATES: KPVO	N/A	A	A	A
PUEBLO MEMORIAL, CO., UNITED STATES: KPUB	N/A	A	A	A
PUERTO VALLARTA, MEXICO: MMPR	N/A	A,R	A,R	A,R
PUNTA CANA, DOMINICAN REPUBLIC: MDPC	N/A	-	A,R	A,R
RALEIGH/DURHAM,NC., UNITED STATES: KRDU	N/A	A	A	A
REDMOND/ROBERTS FIELD,OR., UNITED STATES: KRDM	N/A	A	A	A
RENO/TAHOE INTL, NV., UNITED STATES: KRNO	N/A	A	A	A
RICHMOND/INTL, VA., UNITED STATES: KRIC	N/A	A	A	A

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Location	Provisional	AIRCRAFT AUTHORIZED			
		A-318	A-319	A-320	
HOCHSTETTER INTL. MK., UNITED STATES: KRST	N/A	A	A	A	
ROCKFORD/CHICAGO/ROCKFORD INTL. IL., UNITED STATES: KRFD	N/A	A,R	A,R	A,R	
ROCKSPRINGS/SWEETWATER COUNTY WY., UNITED STATES: KRKS	N/A	A	A	A	
ROSWELL INTL AIR CENTER, NM., UNITED STATES: KROW	N/A	A,R	A,R	A,R	
SACRAMENTO INTERNATIONAL AIRPORT, CA., UNITED STATES: KSMP	N/A	A,R	A,R	A,R	
SACRAMENTO MATHER AIRPORT, CA., UNITED STATES: KMHR	N/A	A	A	A	
SALINAS/MCCARTHY FIELD, CA., UNITED STATES: KSLI	N/A	A	A	A	
SALINAS/MCCARTHY FIELD, CA., UNITED STATES: KSLN	N/A	A	A	A	
SALT LAKE CITY INTL. UT., UNITED STATES: KSLC	N/A	A,R	A,R	A,R	
SAN ANTONIO INTL. TX., UNITED STATES: KSAT	N/A	A	A	A	
SAN DIEGO/SAN DIEGO INTL-LINDBERGH FIELD, CA., UNITED STATES: KSAN	N/A	A,R	A,R	A,R	
SAN FRANCISCO INTL. CA., UNITED STATES: KSFO	N/A	A,R	A,R	A,R	
SAN JOSE DEL CABA, MEXICO: MMSD	N/A	A,R	A,R	A,R	
SAN JOSE INTL. CA., UNITED STATES: KSJC	N/A	A	A	A	
SAN JOSE/DUAN SANTAMARIA INTL., COSTA RICA: MROC	N/A	-	A,R	A,R	
SAN PEDRO SULA/ALA MESA INTL. HONDURAS: MHLN	N/A	A	A	A	
SAN SALVADOR/EL SALVADOR INTL. EL SALVADOR: MSBP	N/A	A	A	A	
SANTA ANA/JOHN WAYNE AIRPT ORANGE COUNTY CA., UNITED STATES: KSNA	N/A	R	R	R	
SANTO DOMINGO/AS AMERICAS INTL. DOMINICAN REPUBLIC: MDSO	N/A	A	A	A	
SARASOTA/BRADENTON, FL., UNITED STATES: KSRQ	N/A	A	A	A	
SAVANNAH/HILTON HEAD INTL. GA., UNITED STATES: KSAV	N/A	A	A	A	
SCOTTSDALE/WESTERN NEBRASKA REGIONAL, WILLIAM B. HILLIG FIELD, NE., UNITED STATES: KBF	N/A	A	A	A	

Frontier Airlines, Inc.

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Certificate No.: F3L A008Y

U.S. Department
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Administration

Operations Specifications

AIRPORTS		AIRCRAFT AUTHORIZED		
Location	Provisional	A-318	A-319	A-320
SEATTLE/BOEING FIELD/KING COUNTY INTL. WA., UNITED STATES: KBFI	N/A	A	A	A
SEATTLE/SEATTLE-TACOMA INTL. WA., UNITED STATES: KSEA	N/A	A,R	A,R	A,R
SHREVEPORT/REGIONAL LA., UNITED STATES: KSHV	N/A	A	A	A
SIoux FALLS/JOE FOSS FIELD, SD., UNITED STATES: KFSD	N/A	A	A	A
SOUTH BEND/MICHIANA REGIONAL, IN., UNITED STATES: KSBN	N/A	A,R	A,R	A,R
SPOKANE/INTL. WA., UNITED STATES: KGEG	N/A	A,R	A,R	A,R
SPRINGFIELD/ABRAHAM LINCOLN CAPITAL, IL., UNITED STATES: KSPI	N/A	A	A	A
SPRINGFIELD/BRANSON NATIONAL, MO., UNITED STATES: KSGF	N/A	A	A	A
ST. LOUIS/LAMBERT-ST. LOUIS INTL. MO., UNITED STATES: KSTL	N/A	A,R	A,R	A,R
ST. PETERSBURG/CLEARWATER INTL. FL., UNITED STATES: KPIE	N/A	A	A	A
STOCKTON/STOCKTON METROPOLITAN, CA., UNITED STATES: KSCK	N/A	A	A	A
SYRACUSE/HANCOCK INTL. NY., UNITED STATES: KSYR	N/A	A	A	A
TALLAHASSEE REGIONAL, FL., UNITED STATES: KTLH	N/A	A	A	A
TAMPA/INTL. FL., UNITED STATES: KTPA	N/A	A,R	A,R	A,R
TERRE HAUTE/INTL-HULMAN FIELD, IN., UNITED STATES: KHUF	N/A	A	A	A
TOLEDO/EXPRESS, OH., UNITED STATES: KTOL	N/A	A	A	A
TOLUCA/LIC. ADOLFO LOPEZ M., MEXICO: MMT0	N/A	A	A	A
TOPEKA/FORBES FIELD, KS., UNITED STATES: KFOE	N/A	A	A	A
TOULOUSE/MAGNAC, FRANCE: LFIH0	N/A	A	A	A
TRENTON/MERCKER, NJ., UNITED STATES: KTTN	N/A	A,R	A,R	A,R
TUCSON/INTL, AZ., UNITED STATES: KTUS	N/A	A,R	A,R	A,R
TULSA/INTL. OK., UNITED STATES: KTUL	N/A	A	A	A
TWIN FALLS/JOELIN FIELD - MAGIC VALLEY REGIONAL, ID., UNITED STATES: KTWF	N/A	A	A	A

U.S. Department
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Operations Specifications

AIRPORTS	Location	Provisional	AIRCRAFT AUTHORIZED			
			A-318	A-319	A-320	A-321
WACO REGIONAL, TX, UNITED STATES: KACT		N/A	A	A	A	A
WASHINGTON/DULLES INTL, DC, UNITED STATES: KAD		N/A	A	A	A	A
WASHINGTON/NATIONAL, DC, UNITED STATES: KDCA		N/A	R	R	R	R
WEST PALM BEACH/PALM BEACH INTL, FL, UNITED STATES: KPMI		N/A	A	A	A	A
WHITEHORSE, VT, CANADA: CVXY		N/A	A	A	A	A
WICLIFFA FALLS/SHEPPARD AFB/WICLIFFA FALLS MUNI, TX, UNITED STATES: KSPS		N/A	A	A	A	A
WICHITA/MID-CONTINENT, KS, UNITED STATES: KICT		N/A	A	A	A	A
YAKAMA/VAIR TERMINAL, WA, UNITED STATES: KYKA		N/A	A	A	A	A
YOUNGSTOWN/WARRREN REGIONAL, OH, UNITED STATES: KYNG		N/A	A	A	A	A
YEMAHA/CAS-VIUMA INTL, AZ, UNITED STATES: KNYL		N/A	A	A	A	A
ZIHUATANEJO/XTAPA-ZIHUATANEJO INTL, MEXICO: MMZH		N/A	A/R	A/R	A/R	A/R

Premier Airlines, Inc.


C070-11

Certificate No.: F3L A088Y

U.S. Department
of Transportation
Federal Aviation
Administration

Operations Specifications

- 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 Dale Snider, Principal Operations Inspector (GI.11)
 [1] SUPPORT INFO: Add SBN and TTN as regular and alternate airports. Remove
 SAT as a regular airport.
 [2] EFFECTIVE DATE: 9/29/2012, [3] AMENDMENT #: 113
 DATE: 2012.09.25 06:20:30 -05:00

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

Digitally signed by Jimmy W Coburn
 [1] SUPPORT INFO: Added SBN and TTN. Removed SAT as an (R) airport
 DATE: 2012.09.25 09:15:09 -05:00

Frontier Airlines, Inc.

CV70-12

Certificate No.: F3L A008Y

PAUL J. FISHMAN
United States Attorney
By: J. ANDREW RUYMANN
Assistant U.S. Attorney
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Trenton, New Jersey 08608
(609) 989-2190

UNITED STATES DISTRICT COURT
DISTRICT OF NEW JERSEY

BRRAM, INC., et al., :
 :
 Plaintiffs, : Hon. Joel A. Pisano
 :
 v. : Civ. Action No. 14-2686(JAP)
 :
 UNITED STATES FEDERAL :
 AVIATION ADMINISTRATION, :
 et al., :
 :
 Defendants. : Document Electronically Filed
 :

[PROPOSED] ORDER

This matter having been brought before the Court upon the Motion to Dismiss by defendant United States Federal Aviation Administration ("FAA"), pursuant to Fed. R. Civ. P. 12(b)(1) and 12(b)(6), and the Court having considered the positions of the parties;

It is on this the day of , 2014, hereby

ORDERED that the Motion to Dismiss of defendant FAA pursuant to Fed. R. Civ. P. 12(b)(1) and 12(b)(6) is hereby GRANTED; and it is FURTHER ORDERED that the Complaint is hereby DISMISSED in its entirety with PREJUDICE as to defendant FAA.

JOEL A. PISANO
U.S. District Judge

PAUL J. FISHMAN
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By: J. ANDREW RUYMANN
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(609) 989-2190

UNITED STATES DISTRICT COURT
DISTRICT OF NEW JERSEY

BRRAM, INC., et al., :
 :
 Plaintiffs, : Hon. Joel A. Pisano
 :
 v. : Civ. Action No. 14-2686(JAP)
 :
 UNITED STATES FEDERAL :
 AVIATION ADMINISTRATION, :
 et al., :
 :
 Defendants. : Document Electronically Filed
 :

CERTIFICATE OF SERVICE

I hereby certify that the Notice of Motion to Dismiss,
Memorandum of Law in Support of Motion to Dismiss, the Declaration
of Bruce A. Montigney, with exhibits, a proposed Order and this
Certificate of Service were served upon all counsel of record via
this Court's electronic case filing system on August 18, 2014.

s/ J. Andrew Ruymann

J. ANDREW RUYMANN
Assistant U.S. Attorney