

**From:** lawrence delson <[REDACTED]>  
**To:** "jeffrey E." <jeevacation@gmail.com>  
**Subject:** Re: Fwd:  
**Date:** Thu, 30 Oct 2014 18:53:44 +0000

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We were incorrect on the issue of flights to Europe.

Regardless of whether the flight is simply US to one city in the EU and back to the U.S. or is to multiple EU destinations, they can fly under 135. However there is a prohibition on picking up EU residents in any of the EU stops under 135

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**From:** jeffrey E. <jeevacation@gmail.com>  
**To:** lawrence delson <[REDACTED]>  
**Sent:** Thursday, October 30, 2014 9:56 AM  
**Subject:** Fwd:

----- Forwarded message -----  
**From:** jeffrey E. <jeevacation@gmail.com>  
**Date:** Thu, Oct 30, 2014 at 9:56 AM  
**Subject:**  
**To:** Melanie Spinella <[REDACTED]>

### **OPERATIONAL CONTROL**

Irrespective of who flies the airplane on the Part 135 charter flight, the airplane owner with the certificate must be able to document and demonstrate operational control – over the aircraft, over the crew and over the missions.

The owner may wish the crew to be employed by the certificate holder, which would change the nature of their employment and payment, but the aircraft owner's crew can't just start flying Part 135 operations. "When an aircraft owner's crew is to fly for the certificate holder, that certificate holder must be able to show it has control over the crew and that the crew has fulfilled its approved training requirements," outlined Wyndham.

Still, the aircraft owner can continue to fly their own aircraft under Part 91 with the owner's crew flying as before and the owner covering any and all expenses, as usual. Alternatively the owner can charter the airplane from the certificate holder operating their aircraft under Part 135 – and exercise operational control of the aircraft and crew.

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