

Operator Due Diligence Checklist

Owner: Operations / Compliance — LIMITLESS SKY & SEA LLC

This checklist is completed for every direct air carrier ("Operator") before the first booking with that Operator and reviewed at least annually thereafter. A copy is kept in the Operator's vendor file.

A. Identity and authority

- Full legal name, country of incorporation, registration number.
- Beneficial-ownership disclosure ($\geq 25\%$).
- FAA Air Carrier Certificate number and date of issue (US Part 135 Operators).
- Part 135 Operations Specifications (OpsSpecs) sections relevant to our use (categories of aircraft, geographic authority, special-use permissions).
- DOT Form 298-C registration as an air taxi / commuter under 14 CFR Part 298.
- For non-US Operators: EASA AOC (or national equivalent) and DOT foreign air carrier authority (14 CFR Part 212 / Part 41302).
- CFR § 295.20 verification step documented.

B. Safety ratings

- ARGUS rating (Gold / Gold Plus / Platinum) — confirmed via ARGUS portal.
- Wyvern rating (Registered / Wingman) — confirmed via Wyvern portal.
- IS-BAO stage (I / II / III) — confirmed via IBAC.
- Most recent FAA / EASA findings, with explanations and resolution evidence for any open items.

C. Insurance

- Hull insurance certificate (informational).
- Aviation liability certificate (combined single limit) — minimum thresholds by category:
- Light jet: USD 50M
- Midsize jet: USD 100M
- Super-mid / heavy: USD 200M
- Ultra-long-range / VIP airliner: USD 300M
- LIMITLESS SKY & SEA LLC named as additional insured.
- Coverage territory matches the planned routing.

- War / hijack risk extension if any leg involves an elevated-risk region.
- Policy expiry tracked in the vendor file.

D. Fleet

- Tail-number list with type, year of build, seating configuration, registration country, registered owner.
- Aircraft beneficial-ownership statement for each tail used in our bookings.
- Maintenance programme (MSG-3 / manufacturer programme reference).

E. Crew

- Confirmation of two-pilot crews (or single-pilot exception with charterer consent).
- Minimum hours: PIC 4,000 total / 1,500 type; SIC 2,000 total / 500 type — or operator's equivalent published minima.
- Recurrent training and 6/12-month medical confirmed.

F. Contracts and commercials

- Master Charter / Brokerage Agreement signed.
- FET Allocation Memo signed (see doc 06).
- Cancellation matrix (operator-side) on file.
- Payment instructions verified by callback on a known number.

G. Compliance

- OFAC / EU / UK / UN sanctions screening — Operator, beneficial owners, key personnel — no match documented.
- Adverse-media check — material findings reviewed.
- Confirmation Operator does not knowingly carry sanctioned passengers.
- Confirmation Operator has its own AML / Bribery / ABC programme (request a copy where the Operator has one).

H. Renewal

- Next review date set.
- Calendar reminders for insurance and AOC expiries.

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