



**U.S. Department of
Transportation**
Office of the Secretary
of Transportation

1200 New Jersey Ave., S.E.
Washington, D.C. 20590

Mr. Adam Hartley
Representative for UpStar Aviation S/A
Regulatory Consult
Universal Weather and Aviation, Inc.
1150 Gemini Street
Houston, Texas 77058

Issue Date: September 5, 2025

Authority Expires: August 29, 2026

For- Robert J. Finamore
Director, Office of International Aviation

AMENDED SPECIAL AUTHORIZATION¹

Effective September 5, 2025, and terminating August 29, 2026, permission is granted under 14 CFR §375.70 of the Department's regulations to UpStar Aviation S/A, a foreign civil aircraft operator of Brazil, to the extent necessary to permit it to conduct up to twelve round-trip or one-way planeload charter flights, carrying passengers and property, between a point or points outside the United States and a point or points in the United States, using the following aircraft:

<u>Make</u>	<u>Model</u>	<u>Registration Number</u>
Gulfstream	G450	PR-GFT
Gulfstream	G150	PR-FVJ
Textron	560XLS+	PR-RCN
Bombardier	Learjet 75	PR-HVD
Bombardier	Learjet 40	PR-BCC
Embraer	Phenom 100	PR-PNM
Embraer	Phenom 100	PS-CHZ
Beech Aircraft	King Air 350	PT-TSR
Beech Aircraft	King Air 350	PR-MRF

This Special Authorization is subject to the following conditions:

(1) For any charter flight the operator conducts under this authority between a point or points in its homeland and a point or points in the United States, the operator must notify the Department,

¹ This action amends the special authorization previously granted to the operator on August 29, 2025, to the extent necessary to reflect aircraft registration PR-BCC instead of aircraft registration PR-BBC (as previously erroneously identified by the applicant). It does not authorize the conduct of any additional flights beyond the total of 12 that was initially granted for the overall duration of August 29, 2025 – August 29, 2026.

in writing (by letter, fax (202-366-3694), or email) of the specific routing of that flight no later than five business days after the operation of the flight.²

(2) For any charter flight the operator proposes to conduct under this authority between a point or points not in its homeland and a point or points in the United States, the operator must notify the Department (by letter, fax, or email) of the specific routing of each flight it proposes to conduct at least three business days before the planned departure of that flight. The Department reserves the right to withhold or withdraw approval as to a specific flight if it determines that the conduct of a flight by the operator in a proposed city-pair market would not be in the public interest.

(3) If the operator desires to conduct a flight, or to change the routing of an existing flight for which it provided notice, fewer than three business days before its planned departure, it may, upon a showing of good cause, request a waiver of this three-day pre-notification requirement. The operator must also advise the Department (by letter, fax, or email) if it does not actually conduct a flight for which it provided notice.

(4) The operator must also comply with (1) all applicable requirements of 14 CFR Part 375; (2) all applicable requirements of the Federal Aviation Administration contained in the Federal Aviation Regulations and all applicable orders of the FAA; and (3) all applicable ICAO standards set forth in the following Annexes: Annex 1, Personnel Licensing; Annex 6 part 1, Operations of Aircraft; Annex 8, Airworthiness of Aircraft; and Annex 18, The Safe Transport of Dangerous Goods by Air. For further information on FAA requirements, the operator should contact the FAA's Flight Standards Service in Washington, D.C. at (202) 267-0962.

In addition, using electronic mail, the operator must provide FAA Flight Standards with a preflight notification as soon as possible prior to operation of the flight. The subject line of the notification email must include the name and State of the operator. The email must be sent to 9-AVS-AFS-375-Flight-Notifications@faa.gov and include the following information:

- Aircraft Registration, Make and Model.
- All arrival and departure airport(s) used within the United States.
- Estimated date/local time of arrival (ETA) and estimated date/local time of departure (ETD) at each U.S. airport. (As changes occur, send subsequent emails with updates – such as significant changes to ETA and ETD or aircraft information.)
- Purpose or description of flight, i.e., passengers, cargo, or both.
- Planned parking location (ramp, FBO, gate, etc.).
- If possible, a contact phone number within the United States. An example of this would be a Fixed-Based Operator (FBO) or other ground-handling company.

(5) The operator must also comply with all applicable U.S. Government requirements concerning security. Prior to conducting any charter flight, the operator must contact the TSA to ensure that its operations meet all applicable security requirements, including the requirement that TSA has determined that security at the operator's last point of departure for the United

² This does not relieve the operator from the FAA and TSA advance flight notification requirements set forth in paragraphs (4) and (5) below.

States is adequate to allow such airport(s) to be served. The TSA points of contact are Ms. Debra Henninger at (202) 531-7975 and/or Mr. Gustavo Gutierrez at (954) 253-6249.

(6) The operator must also carry on board its aircraft a copy of this special authorization. In addition, the operator must comply with all existing and prospective USG-issued public health guidance or directives.

In view of the above, and acting under authority assigned by the Department in its regulations, 14 CFR §385.13(m), we find that (1) our action is consistent with Department policy; and (2) grant of the requested Special Authorization is in the public interest. Persons entitled to petition the Department for review of this action under the Department's regulations, 14 CFR §385.30, should file their petitions within seven days of the date of this action. This action is effective immediately, and the filing of a petition for review will not alter its effectiveness.

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