

ADDITIONAL STANDARDS FOR UNITED STATES DEPARTMENT
OF DEFENSE (DOD) CONTRACTED NON-FAA GOVERNED
AIRCRAFT OPERATIONS (NONCOMMUTER) (PASSENGER)

All flight crews used for DOD missions will be trained, qualified, and scheduled in accordance with the governing Civil Aviation Authority (CAA) rules and regulations. All aircraft (term 'aircraft' includes both fixed wing and rotary wing) used for DOD missions will be certificated in accordance with the governing CAA rules and regulations. The governing CAA will maintain continuous oversight of the carriers operations.

a. Operations:

(1) Pilots are responsible for ensuring correct computing and documenting of the weight and balance for all DOD flights and for assuring that the gross weight and center of gravity do not exceed the aircraft's limitations. Actual or interrogated weights must be used. Completed weight and balance forms from DOD flights will be maintained for a minimum of 30 days.

(2) Each company must have procedures for monitoring and locating each DOD flight in order to determine if a flight is overdue or missing and provide for timely notification of the applicable authorities and/or search and rescue. Companies are required to maintain the last 30 days of flight locating information documentation for all DOD flights (i.e. flight plans, communication/flight tracking logs, estimated departure and arrival information, etc.).

(3) All DOD passenger charters will be flown under Instrument Flight Rules (IFR) to the maximum extent possible.

(4) Helicopter Operations Only:

(a) Single-engine helicopters shall be limited to flight during daylight hours and under Visual Flight Rules (VFR) conditions only. Daylight hours are defined as 30 minutes before official sunrise to 30 minutes after official sunset.

(b) Multi-engine helicopters may be used for night and IFR operations providing the CAA specifically authorizes the carrier such privileges.

(c) Shipboard and/or Platform Landings: The pilot shall have completed training that is approved by the contracting agency or customer and meet subsequent proficiency and currency requirements to ensure standardization with operating guidelines.

b. Aircrew Requirements:

(1) A pilot-in-command (PIC) and second-in-command (SIC) will be used:

- (a) For all fixed-wing passenger charters.
- (b) If the aircraft certificate requires a two-pilot crew, or has seating configuration for ten or more passengers.
- (c) When the aircraft is operated under IFR.

(2) PIC and SIC (when required), must have at least 250 hours combined experience in their respective positions in the type of aircraft being operated. Type means any one of a group of airplanes that have a similar means of propulsion, the same manufacturer, and no significantly different handling or flight characteristics. For helicopters, type means a basic make and model.

- (a) The PIC's prior SIC time does not count towards the 250-hour requirement.
- (b) The PIC must have 1,500 hours total pilot time and have logged 100 hours PIC time in the past 12 months.
- (c) The PIC must have at least 10 takeoffs and 10 landings, and 50 hours in the type and model aircraft being operated.
- (d) Float plane PICs must have at least 250 total hours in floatplane operations.

(3) The PIC and SIC (when required), shall be IFR qualified; i.e., both shall hold a commercial instrument rating (or equivalent), for all DOD flights regardless of the weather or type of flight plan filed. (Not required for rotary wing operations restricted to VFR only).

(a) Both pilots shall meet the CAA established currency and recency of experience requirements for a PIC.

(b) The PIC shall have a current instrument proficiency check and a current competency check.

(c) The SIC (when required) shall have a current competency check which includes as a minimum one precision approach, one non-precision approach, and one missed approach. The SIC must meet the same instrument currency requirements of the PIC.

(1) If the SIC is assigned to pilot only one type of aircraft for the DOD, that pilot must meet the instrument requirements of this section in that type of aircraft.

(2) If the SIC is assigned to pilot more than one type of aircraft for the DOD, that pilot must meet the instrument requirements of this section in each type

of aircraft and the check shall alternate between the different types of aircraft that the pilot operates for the DOD.

c. Aircraft:

(1) Will have two or more engines (except for single engine helicopters).

(a) Meet the IFR performance requirements of governing CAA regulations.

(b) Be turbine powered if more than nine passengers are carried.

(2) Aircraft will also meet the following standards:

(a) Will be maintained in a good state of repair and appearance. Aircraft showing deterioration or neglect such as unrepaired cracks, punctures, loose rivets, missing fasteners, deterioration of interior, paint, or windows are unacceptable for DOD use. These concerns are in addition to airworthiness requirements.

(b) Have on board, a complete set of aeronautical charts, and approach plates (for each required pilot), covering the area of operation.

(c) Have a first-aid kit and emergency equipment, accessible to the passengers and appropriate to the environment of operation.

(d) If the aircraft is operated beyond power-off gliding distance from shore, it will be equipped with approved flotation gear readily available for each occupant and at least one pyrotechnic signaling device. Helicopters will have emergency flotation gear (pop-out) or standard flotation gear (fixed floats) when operated over water.

(3) Aircraft operated single pilot for the DOD will possess the following navigation and communication equipment:

(a) Directional gyro

(b) Artificial horizon

(c) Rate of turn indicator

(d) Vertical speed indicator

(e) One type of approved navigation equipment such as an automatic direction finder (ADF) receiver system, with ADF indicator; VOR; global positioning system (GPS)/Loran, etc. A GPS shall be available for operations in remote areas where other navigational aids are not available.

(f) An emergency locator transmitter (ELT).

(g) At least one Very High Frequency (VHF) receiver and transmitter.

(4) In addition to (3) above, aircraft operated with two pilots for the DOD shall be equipped for IFR operations and possess the following navigation and communication equipment.

(a) Two independent navigation systems suitable for the location served, at least one navigation system will include VOR/DME capability.

(b) Dual VHF receivers and transmitters.

(c) Capability to perform a precision approach other than a ground controlled approach (GCA).

(d) A transponder.

(5) The SIC position (when required to be filled) must include the following operable equipment:

(a) The ability to manipulate all primary and auxiliary flight controls, lift/drag devices, and landing gear.

(b) Airspeed indicator.

(c) Altimeter.

(d) Artificial horizon.

(e) Gyroscopic direction indicator or equivalent.

(f) An independent navigation system.