

**ADDITIONAL STANDARDS FOR DEPARTMENT OF DEFENSE (DOD)
CONTRACT AIRCRAFT OPERATIONS UNDER 14 CFR PART 135
(NONCOMMUTER) (PASSENGER AND CARGO OPERATIONS)
(Current as of 1 Jan 2019)**

All aircraft must be listed on air carrier's certificate, and flight crews must be trained, qualified, and scheduled in accordance with 14 Code of Federal Regulations Part 135 (14 CFR Part 135). This applies even when the contracted operations fall under CFR Part 91, or other CFRs. CFRs as well as other applicable laws (ICAO, Public Law, and CFR updates) have priority. Safety is the top priority. It is the s DOD's intention to default to the guidance that provides the highest level of aviation safety. In addition, air carriers shall comply with the following:

a. Operations:

(1) Pilots are responsible for ensuring correct computing and documenting of the weight and balance for all DOD flights and for ensuring that the gross weight and center of gravity do not exceed the aircraft's limitations. Actual or interrogated weights must be used. CFR 135.63(d) requires completed load manifests/weight and balance forms be retained for 30 days.

(2) Companies are required to maintain the last 30 days of documentation for all DOD flights to demonstrate compliance with the flight locating requirements of CFR 135.79.

(3) Single-engine aircraft shall be limited to flight during daylight hours and Visual Flight Rules (VFR) conditions only. Daylight hours are defined as 30 minutes before official sunrise to 30 minutes after official sunset; or in Alaska during extended twilight hours when terrain features can be readily distinguishable for a distance of at least one mile.

(4) All DOD flights will be flown under Instrument Flight Rules (IFR) to the maximum extent possible.

(5) Air ambulance operations can only be conducted IAW approved Operations Specifications on their certificate. For rotor-wing operations, A021 "Helicopter Air Ambulance (HAA) Operations". For fixed-wing operations, A024 "Air Ambulance Operations-Airplane".

(6) Night Vision Imaging Systems (NVIS) may be used for night operations conducted IAW approved Operations Specifications on their certificate. For rotor-wing operations, A050 "Helicopter Night Vision Goggle Operations (HNVGO)". For fixed-wing operations, A051 "Airplane Night Vision Goggle (ANVG) Operations".

(7) Rotor Wing Operations Only:

- (a) Multi-engine rotor-wing may be used for night and instrument flight rules (IFR) providing the helicopters are operated in accordance with approved Operations Specifications.
- (b) US Navy Contracted Shipboard Landings: The pilot(s) shall have completed training that is approved by the Navy and meet subsequent proficiency and currency requirements to ensure standardization with shipboard guidelines.

b. Aircrew Requirements:

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

(a) For all fixed-wing, whole-plane charters (except for flights supporting US Army Corps of Engineers operations-only missions).

(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) For DOD charter passenger operations, the PIC and SIC (when required), must have at least 250 hours combined hours in their respective positions in the type of aircraft being operated. Type (as defined in CFR 135.293b) means any one of a group of airplanes as determined by the Federal Aviation Administration (FAA) to have a similar means of propulsion, the same manufacturer, and no significantly different handling or flight characteristics. For rotor wing, type (as defined in CFR 135.293b) means a basic make and model.

(a) While acting as PIC, only PIC time will be counted towards the 250-hour requirement. Prior SIC time will not be counted.

(b) The PIC must have 1,500 hours total pilot time and have logged 100 hours PIC time in the past 12 months. 25 hours of this 12 month time can be performed in an FAA approved same type aircraft/helicopter simulator.

(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 for all DOD flights regardless of the weather or type of flight plan filed. (Not required for operations under a DOD VFR only contract).

(a) Both pilots shall meet the currency requirements of CFR 135.247.

(b) The PIC shall have a current CFR 135.297 instrument proficiency check and a current CFR 135.293 competency check.

(c) The SIC shall have a current CFR 135.293 competency check to include as a minimum one precision approach, one non-precision approach, and one missed approach. The SIC must meet the instrument currency requirements of CFR 61.57(c).

(1) If the SIC is assigned to operate 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 operate 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 rotor wing, float planes, and aircraft supporting U.S. Army Corps of Engineers operations-only missions).

(a) Meet the IFR performance requirements of CFR 135.181. (Not required for operations under a DOD VFR only contract.)

(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) If operating IFR, have on board a complete set of aeronautical charts and approach plates (for each required pilot) covering the area of operation. For DOD VFR only contract missions, have on board suitable aeronautical charts to provide appropriate level of situational awareness in accordance with applicable regulations.

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

(d) Have approved life preservers for overwater flights in accordance with CFR Part 91.205b(12), and rotor wing will have emergency flotation gear (pop-out) or standard flotation gear (fixed floats).

(3) Aircraft operated single pilot for the DOD, and aircraft on a DOD VFR only contract (which allows successful recovery of the aircraft in the event of Inadvertent Instrument Meteorological Conditions (I-IMC)) 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 FAA-approved navigation equipment such as a VOR, global positioning system (GPS), etc. A GPS shall be available for operations in remote areas where other navigational aids are not available.

(f) One ATC transponder for all Navy shipboard operations.

(g) An emergency locator transmitter (ELT).

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

(4) In addition to (3) above, aircraft operated with two pilots shall be equipped for IFR operations and possess the following navigation and communication equipment. (Not applicable to DOD VFR only contract operations):

- (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.

OPR: HQ AMC/A3B

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