



Registered Operator Program

Version 1.6

Effective Date: September 22, 2022

Applicable Date: September 22, 2022




PREAMBLE

WYVERN's mission is *to elevate safety and security worldwide* and our vision is *every operator has an effective SMS*. The *Registered Operator Program* supports our commitment to hold *WYVERN Registered Operators* to higher standards than basic legal requirements, which is what our stakeholders and customers expect.

WYVERN Registered Operators value transparency in safety profiling so that the end-user and other stakeholders can make smart air charter selection decisions by optimizing both safety and security in the value equation. *WYVERN Registered Operators* share their levels of accomplishment in the domain of safety in several ways to include demonstrating:

- Their level of SMS implementation;
- The training achievements of their key safety personnel;
- PIC experience compared to the WYVERN Registered standards; and
- SIC experience compared to the WYVERN Registered standards.

Being a global leader in safety risk management requires a passionate pursuit of excellence every day. I approve this manual in the spirit of our mission, vision, and values. The use of the word "shall" in this manual indicates a company requirement and is therefore considered policy. The use of the word "should" in this manual indicates company guidance, and while it establishes expectations for professional behavior, it is not considered policy. Any deviation from the policies established in this manual shall be processed and approved via WYVERN's Policy Waiver Process via ACES.

DocuSigned by:

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Sonnie Bates
Chief Executive Officer
WYVERN Ltd

Sep-23-2022



RECORD OF REVISIONS

Revision	Date	Summary
0	01.01.2021	
1.0	02.01.2021	Revised pilot hourly requirements and added option to enter the Flight Leader Program. Section 1.7 revised to include single-engine turbine powered aircraft.
1.1	02.15.2021	PIC time in type reduction provided UPRT is conducted in previous 24 months.
1.2	04.19.2021	Revised to remove the requirement for SIC full-motion simulator for aircraft that are single-pilot certificated provided the PIC is authorized to operate single-pilot.
1.3	12.06.2021	Revised SIC recency to 50 hours.
1.4	05.01.2022	Adjusted pilot time requirements table on page 8, inclusive of NOTES, to reflect fixed wing only. Added rotary wing ground operations and equipment requirements, page 9. Added pilot time requirements table on page 10 specific for rotary wing.
1.5	09.06.2022	Revised PIC hourly requirements.
1.6	09.22.2022	Removed PIC hourly requirement for SIC.

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INTRODUCTION

Background

The WYVERN *Registered Operator* program provides basic requirements for operators to be approved by WYVERN to enter and remain on the official registry as a WYVERN *Registered Operator*.

Purpose

The purpose of The WYVERN *Registered Operator* program is to ensure the safety of end-users in business aviation and to enhance safety performance transparency of operators for the benefit of all stakeholders. It reflects industry best practice performance expectations for implementing and utilizing a safety management system (SMS), sharing essential safety data with WYVERN, and ensuring pilots meet minimum standards.

Policy

WYVERN reserves the right to remove or suspend an operator from WYVERN *Registered Operator* listing at any time for any reason to protect the integrity of WYVERN's safety programs.

SMS Validation Criteria

The SMS validation criteria shall be the most recent version of the *Safety Management International Collaboration Group (SMICG) SMS Evaluation Tool* or the applicable SMS protocol validation checklist issued by the operator's national authority.

The SMICG SMS Eval Tool can be downloaded at this link:

<https://www.wyvernlimited.com/hubfs/SMICG%202019.pdf>

The operator's SMS level achievement will be recognized by an official WYVERN certificate with an appropriate logo which will remain valid for 12 months. SMS Level Definitions are as follows:

Note:

1. Component 1 is Policy and Objectives
2. Component 2 is Safety Risk Management (SRM)
3. Component 3 is Safety Assurance
4. Component 4 is Safety Promotion

Level 1 = Policy and Objectives are documented and SRM is operating

Level 2 = SRM is Effective and all other components are Operating

Level 3 = SRM and two other components are Effective

Level 4 = All SMS Components are Effective



Conducting the Validation

The operator may self-validate Level 1 SMS performance by completing the applicable requirements in WYVERN's Aviation Compliance Enhancement System (ACES).

Validating SMS performance Level 2 and above requires either a WYVERN SMS certification audit, official audit results of a national aviation authority, or other industry organization specifically approved by WYVERN (such as ISBAO).

Flight Leader Program™ Option

A Registered Operator may enter the Flight Leader Program (FLP) as a pathway to receive an hourly pilot flight time reduction, as outlined in Section 1.9 of this Standard. The FLP offers a progressive approach for an operator to attain and maintain an effective SMS, obtain world-class safety leadership training, and participate in quarterly coaching visits. More information on FLP can be obtained at:

<https://www.wyvernlimited.com/flight-leader-program>



1.0 FIXED-WING REQUIREMENTS

The following requirements shall be satisfied for a successful Registered Operator Pilot and Aircraft Safety Survey (PASS Report).

- 1.1 The operator shall run a Registered Standard Pilot and Aircraft Safety Survey (PASS) prior to any flight that is arranged as a WYVERN Registered Operator flight.
- 1.2 No pilot shall be assigned to fly more than two types of aircraft.
- 1.3 All pilots shall train on each aircraft type at least every 12 months and demonstrate competency in normal, abnormal, and emergency procedures for each crew position they are assigned to on each aircraft type, i.e., PIC and/or SIC.
- 1.4 All assigned pilots shall be trained in accordance with provisions of the operator's CAA/NAA approved training program.
- 1.5 All flights shall be conducted with two pilots.
- 1.6 All aircraft available for charter shall be listed in the operator's Operations Specifications paragraph or authorized registration marks.
- 1.7 Fixed-wing flights shall be conducted in single or multi-engine turbine powered aircraft.
- 1.8 The operator shall update ACES to indicate the degree to which they have implemented a Safety Management System. *Note: WYVERN may display the operator's level of SMS implementation achievement on the Registered Operator PASS report.*

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1.9 Fixed-Wing Pilot Requirements

Both PIC and SIC shall meet the following minimum requirements for a successful *Registered Standard PASS* report.

	PIC	SIC
Airman Certificate	ATP	Commercial/Instrument
Type Rating	Appropriate Type Rating	
Medical Certificate	1 st Class	2 nd Class
Total Time in All Aircraft	2,500 hours 1,000 hours as PIC	1,000 hours
Total Time in Category	2,000 hours	1,000 hours
Total Time in Class (Single-engine or Multi-engine time as applicable)	1,000 hours	50 hours
Total Turbine Time	1,000 hours	30 hours
Total Time in Airplane Type ⁽¹⁾	200 hours 100 hours as PIC	30 hours
Logged IFR	100 hours as PIC	50 hours
Recency last 90 days ⁽²⁾	30 hours	
Recency last 365 days ⁽²⁾	150 hours	50 hours
Full-Motion Flight Simulator Training in Type ⁽³⁾	Within the past 12 months	
NAA Sanctions ⁽⁴⁾	Clear in the previous 5 years	
Accidents/Incidents ⁽⁴⁾	Clear in the previous 5 years	

Notes

- PIC total time in type may be reduced to but not less than 50 hours as PIC provided pilot has received documented UPRT training from Aviation Performance Solutions® or other facility as approved by WYVERN within the preceding 24 months **and** is paired with an SIC who has a minimum of 250 hours in type.
- Recency relates to the category and class of aircraft. The recency of experience in the last 90 or 365 days may be measured by either flight time in aircraft or simulator, or by the logged number of flight segments.
- For aircraft that are single-pilot certificated, the SIC does not require full-motion simulator provided all other required initial and recurrent training is conducted, and that the PIC is appropriately authorized to operate the aircraft as single-pilot.
- Consideration for waiver after review of determining factors or notification from regulatory or accident investigation authorities.
- For operators that are active members of the WYVERN Flight Leader Program™, the above listed flight time minimums for PIC may be reduced by 15% with the exception of PIC time in type, Recency last 90 days, and Recency last 365 days.



2.0 ROTARY-WING REQUIREMENTS

The following requirements shall be satisfied for a successful Registered Operator Pilot and Aircraft Safety Survey (PASS Report).

Ground Operations

- 2.1 The operator shall have a documented policy to escort passengers to and from the rotorcraft, regardless of whether the engines are running or not.
- 2.2 Deplaning and boarding the rotorcraft will always be done from the side moving out and away from under the rotor disc.
- 2.3 At no time shall the aircraft engine be running without at least one pilot at the controls.
- 2.4 At no time shall ground vehicles be allowed to drive under rotating rotor blades.

Rotorcraft Equipment Requirements

- 2.5 All rotorcraft shall have at least two turbine-powered engines.
- 2.6 All rotorcraft operating more than 3 miles from shore over water shall be equipped with flotation pop-out devices.

It is recommended to have flotation pop-out whenever operating beyond the auto-rotative distance from land.

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2.7 Rotary-Wing Pilot Requirements

Both PIC and SIC shall meet the following minimum requirements for a successful *Registered Standard PASS* report.

	PIC	SIC
Airman Certificate	ATP – H	Commercial/Instrument
Type Rating	Appropriate category & class	
Medical Certificate	1st Class	2 nd Class
Total Time in Category	2,000 hours as PIC	1,000 hours
Total Time in Type	100 hours as PIC	50 hours
Logged IFR	100 hours as PIC	50 hours
Recency last 365 days ⁽¹⁾	200 hours or 200 flight segments	
Recency last 90 days ⁽¹⁾	30 hours or 30 flight segments	
NAA Sanctions ⁽²⁾	Clear in the previous 5 years	
Accidents/Incidents ⁽²⁾	Clear in the previous 5 years	

Notes

1. Recency relates to the category and class of aircraft. The recency of experience in the last 90 or 365 days may be measured by either flight time in multi-engine aircraft, or by the logged number of flight segments. Flight segments are defined as one leg consisting of one take-off and one landing.
2. Consideration for waiver after review of determining factors or notification from regulatory or accident investigation authorities.