



# **THE WINGMAN STANDARD**

Revision 4.3

Effective Date: September 22, 2022

Applicable Date: October 24, 2022

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*The Wingman Standard Rev 4.3*

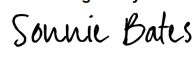


**PREAMBLE**

WYVERN's mission is *to elevate safety and security worldwide*. Our vision is *every operator has an effective SMS*; and we aspire to achieve this vision with our values of *integrity, excellence, innovation, and relationships*. This edition of the Wingman Standard continues with the commitment to hold Wingman certified operators to the high standards our corporate clients, brokers, and end-users expect.

Conformance to the Wingman Standard demonstrates a commitment to professionalism throughout the organization. We focus attention on hazards and associated safety risks related to human and organizational factors, the most prolific contributors to serious incidents and accidents as identified by aviation investigating authorities around the world.

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 QSMS.

DocuSigned by:  
  
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Sonnie Bates  
Chief Executive Officer  
WYVERN Ltd

Date: Sep-23-2022

## RECORD OF REVISIONS

Revision	Date	Synopsis of Change
Original	07.01.03	Original formal issue of The Wyvern Standard, now <i>The Wingman Standard</i> .
1.0	08.01.07	Added SDMA chart & rotary pilot minimums.
2.0	08.04.08	Addition of Appendix C to cover special operation missions, language to clarify applicability to non-U.S. operations, and language covering intervening on-site evaluations.
2.2	10.13.08	Changes in Mountain Airport Take-off minimums
2.3	11.20.08	Policy statement
3.0	08.20.09	Changes to SDMA chart, audit cycle, Maintenance training options.
4.0	07.21.10	Various clarifications to language in sections 1.E.3, 1.E.6 A & B, 2.A.2, 3.F, and Appendix A.2.C.1, A2.E.1, A.4.C,
5.0	06.06.11	Numerous language clarifications; including changes to 1.E.3, 1.E.6, 2.A, 2.E, 2.F, 3.D, 3.E, 3.F, 3.J, 4.C.1, Appendix A.1.C, A.2.D, A.2.E, and Appendix B.1.D and B.4.C. Also changed all regulatory references to NAA and removed Appendix C.
6.0	05.29.13	Language clarifications to 1.A, 1.E.4, and 3.F. Revised WS3.D maintenance training requirements
6.1	07.13.13	Adjustment to 3.D.3 (b)
Reissue 1.0	01.20.14	Renamed ' <i>The Wingman Standard</i> '. Clarification of previous wording. Completely reformatted. Added Preamble and Appendix C: Industry Best Practice Resources.
2.0	10.03.14	Added: 1.5.4.1-4; 2.6; 3.10.1; C(i). Edited: Organization; 1.2.e; 1.3; 1.5.1; 1.5.3; 1.5.4; 2.5.NOTE; 3.5; 3.10; A.2.1.a&b; B.2.1. Moved: {A.1.1; A.1.2; B.1.1; B.1.2} to 2.6. Removed: 1.5.5 Reporting Deviations; 1.6.3 Hijacking Procedures.
3.0	02.03.15	Reformatted and reduced references to minimal regulatory compliance. Requires adherence to IS-BAO standards and recommended practices. See Applicability.
3.1	08.06.15	Policy Statement regarding re-audit qualifications, notification protocol reports by request only, and pilot recency requirements for PASS amended.
3.2	01.22.16	Realigned PIC and SIC experience and recency requirements in Appendix A & B; Redefined "flight segment" under Appendixes; Section A 2.2.1 (SDMA) applied to all operators. Clarification of Applicability in Introduction section.
3.3	02.05.19	<ol style="list-style-type: none"> <li>1. Clarified international audit standards (ICAO) to be utilized for certification.</li> <li>2. Operator must send audit documents 28 days prior to the audit.</li> <li>3. Provide flexibility related to FRATs to allow for other effective methods.</li> <li>4. Clarified maintenance technician training requirements.</li> <li>5. Added biennial training requirements for all flight operations and maintenance personnel (human/organizational factors, SMS, MEL, etc.)</li> <li>6. Revised Appendix C: Industry Best Practices Resources</li> <li>7. Removed the requirement for WYVERN to be added to operator's insurance.</li> <li>8. Improved formatting for ease of reading and use by operators/auditors.</li> <li>9. Reorganized the fixed-wing PIC/SIC requirements chart for ease of use.</li> <li>10. Removed requirement for the operator to add WYVERN to the company ERP notification list. Revised this paragraph for improved clarity.</li> <li>11. Added the Flight Leader Program as an alternative means to certification.</li> <li>12. Increased maximum pilot age to 67 for regions that differ from ICAO, if that pilot is paired with a pilot who is age 60 or less.</li> <li>13. Moved audit program information ahead of the actual standards.</li> <li>14. Renumbered standards in a format that aligned with international coding.</li> <li>15. Revised due dates for remedial action plans.</li> <li>16. Modified pilot training requirement to train on each type every 12 months.</li> <li>17. Changed the requirement for fatigue policy to the fatigue program.</li> <li>18. Added general requirement that all aircraft must be multi-engine turbine.</li> </ol>

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Revision	Date	Synopsis of Change
4.0	10.30.20	<ol style="list-style-type: none"> <li>1. Updated formatting to align with WYVERN branding guidelines.</li> <li>2. Revised the preamble for relevancy.</li> <li>3. Revised the Audit Criteria section to clarify that the most recent version of the SMICG SMS Eval Tool will be utilized.</li> <li>4. Revised section 1.3 to delete redundancy between the SMS Eval Tool and Wingman Standard. Also clarified Level 2, 3, 4 performance to align with WYVERN's SMS Certification Program Manual.</li> <li>5. Insurance requirements were made a standard versus recommended practice. The insurance amounts were adjusted to reflect business aircraft categories and amounts that are typical in the aviation insurance industry.</li> <li>6. The maximum age for pilots is clarified to be the ICAO maximum, except for regions of the world that do not conform to ICAO standards.</li> <li>7. Revised the Pilot PASS criteria for airplanes as follows: <ol style="list-style-type: none"> <li>a) SIC must hold ATP certificate for US-based operators, and for non-US operators, SIC must hold highest level of pilot certificate for the country of base.</li> <li>b) SIC total hours must be 1800</li> <li>c) SIC total time in category and class can be reduced with UPRT</li> <li>d) Added Turbine time requirement for both PIC and SIC</li> <li>e) Recency in last 90 days was simplified</li> <li>f) Clarity provided for full-motion flight simulator training requirement in type within the past 12 months</li> <li>g) Re-worded requirements for incidents/accidents/NAA sanctions for clarity</li> </ol> </li> <li>8. Revised the Pilot PASS criteria for helicopters as follows: <ol style="list-style-type: none"> <li>a) Recency in last 90 days is simplified</li> <li>b) Re-worded requirements for incidents/accidents/NAA sanctions for clarity.</li> </ol> </li> <li>9. Deleted the 30-day notice requirement related to change in insurance for element 1.4.1.</li> <li>10. Section 3.3 revised for clarity and to ensure recurrent training is accomplished and remove non-formal training options for knowledge attainment.</li> <li>11. Several minor grammatical changes throughout which do not change the intent of the standard but align with excellent grammatical syntax.</li> </ol>
4.1	03.08.2021	<ol style="list-style-type: none"> <li>1. Updated preamble to reflect stable approach criteria requirement.</li> <li>2. Fixed broken hyperlinks due to new website.</li> <li>3. Modified the notes on the PIC SIC requirements chart for fixed wing aircraft.</li> <li>4. Re-formatted various sections to improve document appearance.</li> <li>5. Revised the Resources list in Appendix C.</li> <li>6. Added 1.5.2 to require the operator to maintain updated emergency contact information in ACES.</li> <li>7. Added 1.6.1 The operator shall establish stabilized approach criteria aligned to industry best-practices.</li> <li>8. Added 1.6.2 The operator shall have a policy establishing senior leadership's commitment to a "no-fault" go-around in the event any approach becomes unstable.</li> <li>9. Added 1.6.3 The operator shall have a policy that requires the crew to execute a go-around if the aircraft deviates outside the stabilized approach criteria unless this deviation is operationally required and has been previously planned and briefed.</li> <li>10. Added Recommended Practice 1.6.4 The operator should have a policy requiring flight crews to utilize approaches with a constant glide path to landing to the maximum degree practical.</li> </ol>
4.2	08.15.2022	<ol style="list-style-type: none"> <li>1. Addition of Wingman PRO certification.</li> <li>2. Addition of circling approach recommendations.</li> <li>3. Addition of non-revenue repositioning flight recommendation.</li> <li>4. Updated fixed wing pilot hourly requirements.</li> <li>5. Various non-critical administrative updates.</li> </ol>
4.3	09.22.2022	<ol style="list-style-type: none"> <li>1. Removed PIC hourly requirement for SIC.</li> </ol>



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## INTRODUCTION

### Background

Some of the most sophisticated and effectively run aviation organizations around the world share certain operational traits that govern their policies, systems, programs, processes, and procedures. These are commonly referred to as industry best practices. The following requirements, as outlined in the Wingman Standard, are indicative of these best practices.

### Purpose

The purpose of the Wingman Standard is to ensure the safety of stakeholders in business aviation. It reflects industry best practice performance expectations for commercial air charter operations. WYVERN is not a regulatory authority; compliance with the Wingman Standard, beyond the regulatory requirements of the governing Civil Aviation Authority (CAA) or National Aviation Authority (NAA), is voluntary.

### Policy

WYVERN reserves the right to remove or suspend an Operator from the Wingman Report (TWR) at any time due to significant operational changes, in the event of an incident or accident, or for any reason deemed detrimental to the intent and the integrity of the Wingman Standard.

### Audit Criteria

This document is the Wingman Standard. Operators are evaluated against the criteria contained herein and *ICAO Annex 19, Safety Management Systems* (facilitated by the most current version of the Safety Management International Collaboration Group SMS Evaluation Tool), and the applicable parts of [ICAO Annex 6, Operation of Aircraft](#). Any findings related to these audit criteria shall be added to the operator's SMS for appropriate risk management.

### Organization

Sections 1, 2, and 3 of the Wingman Standard apply to all operators, regardless of aircraft type, base location, and mission. The appendices that follow further specify the requirements for specific missions and aircraft category. In sections where the appendix requirements differ from the general requirements, the most restrictive requirement shall apply.

### Effective and Applicable Dates

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This version of the Wingman Standard becomes effective on the *Effective Date* and may be used by Wingman Operators immediately upon that date. After the *Applicable Date*, all Wingman Operators must conform to this version.

### **Wingman Prerequisites**

#### **Wingman Audit**

To qualify for Wingman certification, an audit shall be conducted by a WYVERN approved auditor every 24 calendar months to ensure the operator's adherence to the Wingman Standard. The operator shall provide access to all personnel, equipment, documentation, records, reports, facilities, and any other information deemed necessary by WYVERN. If the audit is not complete before the certificate expiration date, the operator will be removed from the Wingman Report (TWR). More information about the Wingman Audit can be found at [www.wyvernlimited.com](http://www.wyvernlimited.com)

#### **Flight Leader Program** (optional)

As an alternative method, the Flight Leader Program (FLP) allows an operator to obtain and maintain Wingman certification via continuous monitoring versus an onsite audit. The Flight Leader Program is described at [www.wyvernlimited.com](http://www.wyvernlimited.com).

#### **Wingman PRO certification** (optional)

As an optional progression beyond the Wingman certification, the Wingman PRO certification assesses an operator's leadership and management of human and organizational factors as effective and assesses the organization's safety culture. If a current Wingman operator desires to be designated as Wingman PRO, the operator shall undergo a human and organizational factors and safety culture assessment. The Wingman PRO assessment may also be accomplished for participants in the Flight Leader Program through the normal quarterly coaching visits.

#### **Due Dates**

An operator shall coordinate with WYVERN to complete the audit before their certification expires. Failure to meet deadlines may result in disqualification or removal of Wingman certification.

The operator shall provide WYVERN with a remedial action plan for each non-conformity identified during an audit within 5 business days from the closing meeting of the audit. The operator shall also provide evidence that each nonconformity identified during an audit has been corrected within 60 days from the closing meeting.

#### **Base Month Policy**

An operator may complete their renewal audit up to 90 days in advance of their expiration and retain their base month for subsequent renewals. A grace period of up to

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30 days past an operator's expiration date may be granted, during which they may remain on the Wingman Report (TWR), if:

- a. a WYVERN Audit Sales Agreement has been signed.
- b. WYVERN has received full payment for the audit services, and
- c. the onsite auditor visit has been scheduled.

If the grace period has expired and the audit is not yet been completed, the operator will then be removed from the Wingman Report (TWR), the online WYVERN database, and the PASS program.

### **Additional Evaluations**

After the successful completion of an audit, the operator agrees to submit to periodic reviews as deemed necessary by WYVERN. Also, in the period between audits, the operator agrees to submit to additional assessments to retain certification if WYVERN determines there have been significant developments that may affect the safety risk profile of the organization, i.e., management personnel changes, management restructuring, significant fleet changes, mergers or acquisitions.

### **Data Management**

The operator shall provide WYVERN with the following information no less than 28 days before a scheduled audit and is responsible for maintaining the currency and accuracy of this information on the Wingman Report (TWR) throughout the registration period of their Wingman certification:

- A. Pilot information, including:
  1. Certificate numbers
  2. Medical certificates
  3. Training summary records
  4. Flight evaluation (check ride) dates; and
  5. Flight hours (total flight hours must be updated at least every 90 days).
- B. Aircraft information, to be reviewed and updated continually
- C. Company information, including all base locations; and
- D. Operating Certificates and Operations Specifications changes.

Failure to maintain accurate and current data in the WYVERN online database (available at <https://app.wyvern.systems/auth/login>) may result in a revocation of Wingman certification and removal from the Wingman Report (TWR).

### **Customer Privacy**

The operator will ensure that customer privacy is maintained. This includes minimum public exposure of the aircraft, flight operations, passenger contacts, and manifests. Passenger names will not be posted or displayed on any medium that can be viewed by



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the public. Unless specifically authorized by the client, there will be no disclosures that connect WYVERN clientele to any facility, schedule, flight, or travel pattern.

## 1.0 ORGANIZATIONAL REQUIREMENTS

### 1.1 General

- 1.1.1 The legal entity (“operator”) shall always be disclosed.
- 1.1.2 The operator shall make available to its clients and WYVERN information for all flights to include the certificate holder’s authorized business name (including all Doing Business As or Trading As names) and information regarding the crew assigned.
- 1.1.3 A successful Wingman Standard Pilot and Aircraft Safety Survey (PASS) shall be ensured before any Wingman compliant flight.
- 1.1.4 The operator shall possess a valid Air Carrier Certificate/Air Operator Certificate (ACC/AOC) issued by the Civil Aviation Authority/National Aviation Authority (CAA/NAA) of the country governing the certificate.
- 1.1.5 The operator shall have a compliance monitoring system to ensure adherence to all applicable aviation regulations and ICAO Annex 6 (for international operators).
- 1.1.6 All flight operations and maintenance personnel shall receive biennial training in:
  - a) Human factors
  - b) Organizational factors
  - c) MEL procedures
  - b) Safety risk management
  - c) Security risk management
  - d) Effective teamwork skills
- 1.1.7 The operator shall implement a fatigue risk management program per recognized industry resource to ensure that everyone responsible for the safe conduct of aircraft operations does not perform their duties when fatigued. Note: See Appendix C for guidance on fatigue risk management programs.

### 1.2 Brokering

- 1.2.1 Each broker shall ensure the passenger client(s) is/are presented with a successful Wingman *Standard* PASS for each Wingman Compliant flight.



### 1.3 Safety Management System (SMS)

- 1.3.1 The operator shall have implemented an SMS that conforms to 14 CFR Part 5 or ICAO Annex 19, as applicable. Operators choosing to conform to ICAO Annex 19 must demonstrate conformity to the most current version of the Safety Management International Collaboration Group (SMICG) SMS Evaluation Tool.

Note: A copy of the SMICG SMS Evaluation Tool can be downloaded at [this link](#).

- 1.3.2 The operator shall attain SMS Level 2 performance, as a minimum, to be certified as a WYVERN Wingman. SMS performance levels are as follows:

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

*Notes:*

1. *Component 1 is Policy and Objectives, Component 2 is Safety Risk Management, Component 3 is Safety Assurance, Component 4 is Safety Promotion.*
2. *Although Interface Management will be assessed, it will not result in a finding nor will it affect the SMS performance level.*

### 1.4 Insurance

- 1.4.1 The Operator shall submit a copy of all certificates of insurance to WYVERN.
- 1.4.2 The operator shall carry combined single limit liability insurance coverage based on the following minimum coverage amounts.

Category	Minimum Coverage Required
Light Jet/Turboprop	\$50 million
Helicopter	\$75 million
Mid-Sized	\$100 million
Super Mid-Sized	\$150 million
Heavy	\$200 million
Ultra-Long Range	\$250 million
Biz-liner	\$300 million

### 1.5 Notifying WYVERN of Significant Events

- 1.5.1 In the event of an accident or serious incident as defined by the ICAO Annex 13, the operator shall provide WYVERN with an initial or preliminary report within 48 hours of the event.

*Note: WYVERN may request the operator to provide additional information following an event involving the operator or any of its pilots or technicians,*

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*such as accidents, incidents, CAA/NAA enforcement actions, and key personnel/management changes.*

- 1.5.2 The operator shall keep an accurate emergency contact list (first name, last name, email, mobile phone) on file in ACES to reflect Accountable Manager, Director of Safety, Director of Operations, and Director of Maintenance.

### 1.6 Stabilized Approach Criteria

- 1.6.1 The operator shall establish stabilized approach criteria aligned to industry best-practices.
- 1.6.2 The operator shall have a policy establishing senior leadership's commitment to a "no-fault" go-around in the event any approach becomes unstable.
- 1.6.3 The operator shall have a policy that requires the crew to execute a go-around if the aircraft deviates outside the stabilized approach criteria unless this deviation is operationally required and has been previously planned and briefed.
- 1.6.4 *The operator should have a policy requiring flight crews to utilize approaches with a constant glide path to landing to the maximum degree practical. (Recommended Practice)*

### 1.7 Circling Approach Recommendations

- 1.7.1 The operator shall establish circling approach limitations aligned to industry best-practices.
- 1.7.2 As a recommendation the operator should restrict circling approach maneuvers at night.
- 1.7.3 The operator's FRAT shall include the risks related to circling approaches and a mechanism to elevate to management should the risks be determined to be significant.

### 1.8 Non-revenue Repositioning Flights

- 1.8.1 WYVERN recommends that the operator have a policy that prohibits non-revenue repositioning flights operated under Part 91.



## **2.0 OPERATIONAL REQUIREMENTS**

### **2.1 Pilots**

2.1.1 All pilots shall be full-time employees or dedicated contractors of the Operator.

NOTE: A “dedicated contractor” is defined as a pilot who works solely for one specific Air Carrier/Operator and as such must be working under a written contract or agreement.

2.1.2 All pilots shall be current and qualified under national aviation regulations.

2.1.3 No pilot shall be assigned to fly more than two types of aircraft.

2.1.4 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.

2.1.5 All assigned pilots shall be trained per provisions of the operator’s CAA/NAA approved training program.

2.1.6 All flights shall be conducted with two pilots.

2.1.7 The pilot’s age shall not exceed 65 years, except for regions where the applicable National Aviation Authority differs from ICAO and does not limit the pilot age to 65. It is the operator’s responsibility to ensure they comply with national and international requirements regarding pilot age and must demonstrate this method to the auditor.

### **2.2 Aircraft**

2.2.1 All aircraft available for charter shall be listed in the operator’s Operations Specifications paragraph or authorized registration marks.

2.2.2 Only aircraft with a CAA/NAA approved Minimum Equipment List (MEL) shall be eligible for Wingman compliant flights. These aircraft shall be listed on the TWR and available for PASS.

2.2.3 Wingman compliant flights shall be conducted in only turbine-powered multi-engine aircraft.



## 3.0 MAINTENANCE PROGRAMS

### 3.1 Facilities & Equipment

If any maintenance is completed “in-house”, the following applies.

- 3.1.1 The operator shall provide facilities and equipment that will allow the maintenance personnel to perform all in-house maintenance competently.
- 3.1.2 The operator shall ensure that its facilities comply with all national safety and health requirements. Records of facility inspections shall be available to the audit team.

### 3.2 Maintenance Away from Home Base

- 3.2.1 The operator shall have procedures in place to ensure all maintenance actions performed away from the home base conform to applicable regulations, company policies, and observed maintenance programs.
- 3.2.2 Technicians assigned to work on the aircraft must be appropriately certified and trained to work on the specific type of aircraft. These requirements shall also apply to “floating fleets” which are defined as those aircraft not based at either the home base or a designated satellite base.
- 3.2.3 The maintenance program must include procedures to be used for aircraft located at satellite or out bases. A “satellite” or “out base” is defined as an airport or heliport other than the Operator’s main base at which one or more aircraft and personnel are based and managed by the Operator. These procedures shall detail responsible persons, the process used to ensure complete oversight of maintenance activities, and knowledge of aircraft airworthiness status.

### 3.3 Qualifications and Training

- 3.3.1 Technicians performing maintenance with return-to-service authority on Wingman compliant aircraft shall be properly certificated by the CAA of the State of Registry or the State of Operator, as applicable.
- 3.3.2 At least one technician per base of operation shall complete a manufacturer’s approved initial or recurrent training program within the previous 36 months for each aircraft type in an operator's fleet located at that base.

*Note: If an operator does not conduct in-house maintenance and does not release the aircraft to service, the training requirements under this section are not required.*

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**3.4 Vendor Audit Programs**

- 3.4.1 The operator shall document a vendor audit program for all vendors providing maintenance and support services to the operator.
- 3.4.2 The operator shall communicate performance objectives to their vendors.
- 3.4.3 Records of these audits shall be filed and readily available for review by WYVERN.



## APPENDIX A: FIXED-WING AIRCRAFT

### A.1 Pilot Requirements

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

	PIC	SIC
Airman Certificate	ATP	ATP-R (Note 1)
Type Rating	Appropriate Type Rating	
Medical Certificate	1st Class	
Total Time in All Aircraft	3,500 hours (Note 2) 2,000 hours as PIC	1,250 hours (Note 2)
Total Time in Category (Airplane)	3,000 hours 2,000 hours as PIC	1,000 hours
Total Time in Class (Multi-engine Time)	2,000 hours 1,800 hours as PIC	500 hours (Note 3)
Total Turbine Time	1,750 hours	200 hours
Total Time in Airplane Type	200 hours 100 hours as PIC	50 hours (Note 4)
Logged IFR	250 hours as PIC	75 hours
Recency last 90 days	30 hours	
Recency last 365 days	200 hours	
Full-Motion Flight Simulator Training (Note 5)	Within the past 12 months	
NAA Sanctions (Note 6)	Clear in the previous 5 years	
Accidents/Incidents (Note 6)	Clear in the previous 5 years	

#### Notes

1. SICs for US-based operators must hold an ATP-R certificate. SICs for operators other than US-based operators must hold the highest commercial pilot certificate/rating available in the country in which they are licensed.
2. This category may be reduced to not less than 3,000 hours for PIC and 1,000 for SIC provided that the airman has received upset prevention and recovery training (UPRT) within the previous 24 months or is enrolled in an Enhanced Pilot Training program (CAE Rise, FSI/GE).
3. This category may be reduced to 300 hours for SIC provided that the airman has received upset prevention and recovery training (UPRT) within the previous 24 months or is enrolled in an Enhanced Pilot Training program (CAE Rise, FSI/GE).
4. The SIC may have less than 50 hours in type, but not less than 35, as long as the combined PIC and SIC total time in type is not less than 300 hours.
5. For only aircraft that are single-pilot certificated, the SIC is not required to have full-motion simulator training.
6. Consideration for waiver after review of determining factors or notification from regulatory or accident investigation authorities.



## A.2 Specially Designated Mountainous Airports

- A.2.1 The operator shall have formal risk controls in place for approaches to and departures from Specially Designated Mountain Airports (SDMA).
- A.2.2 These risk controls shall be integrated into the pilot training program.
- A.2.3 Each operator shall maintain an appropriate list of SDMA's within their region of operations.
- A.2.4 *It is recommended that operators include KASE, KEGE, KRIL, KTEX, KJAC, KSUN, and KTVL as designated SDMA's.*

AIRPORT	DAY/VFR	DAY/IFR(2)	NIGHT VFR SS-SR	NIGHT IFR(2) SS-SR	WX REQUIRED FOR DEPARTURE IF CLIMB GRADIENT NOT MET
<b>KASE</b> Aspen, CO ELV 7815' Runwy 7006'	All Categories	Category A/B/C	NONE	NONE	Runway 33 SAARD ONE 4300/3 Runway 15 N/A - Terrain
<b>KEGE</b> Eagle, CO ELV 6535' Runwy 8000'	All Categories	All Categories	NONE	NONE	Runway 7 5100/3 Runway 25 5400/3
<b>KRIL</b> Rifle, CO ELV 5544' Runwy 7000'	All Categories	Categories A/B/C	All Categories with ILS or VASI	All Categories with ILS or VASI	Runway 8 5400/3 Runway 26 SQ AT TWO Stemin climb only (397'/NM)
<b>KTEX</b> Telluride, CO ELV 9078' Runwy 6870'	All Categories	Category A & B	NONE	NONE	Runway 27 5300/3 Runway 09 N/A-Obstacles
<b>KJAC</b> Jackson Hole, WY ELV 6445' Runwy 6300'	All Categories	All Categories	All Categories with ILS or PAPI	All Categories with ILS or PAPI	Runway 19 TETON THREE 4400/3 Runway 1 GEYSER FOUR 4400/3
<b>KSUN</b> Hailey, ID ELV 5315' Runwy 6952'	All Categories	Categories A/B/C	NONE	NONE	Runway 13 3600/3
<b>KTVL</b> South Lake Tahoe, CA ELV 6264' Runwy 8544'	All Categories	All Categories	All Categories with LDA-DME 1 or 2 Runwy 18 and PAPI	All Categories with LDA-DME 1 or 2 Runwy 18 and PAPI	Runway 36 2700/3 Runway 18 4000/3

EXAMPLE ONLY

**Notes:**

1. All airports require weather reporting to conduct IFR operations.
2. For IFR approach minimums, refer to the appropriate instrument approach chart. (IFR landing minimums may be lower than IFR departure minimums, allowing aircraft to land, but not depart.)
3. ASE, EGE, TEX, and SUN are limited to day only. Night departures permitted at RIL, JAC, and TVL. Performance must meet published IFR climb gradients, regardless of existing ceiling/visibility. SS-SR = NOAA Official Sunset to Sunrise.





## **APPENDIX B: ROTORCRAFT**

### **B.1 Ground Operations**

- B.1.1 The operator shall have a documented policy to escort passengers to and from the rotorcraft, regardless of whether the engines are running or not.
- B.1.2 Deplaning and boarding the rotorcraft will always be done from the side moving out and away from under the rotor disc.
- B.1.3 At no time shall the aircraft engine be running without at least one pilot at the controls.
- B.1.4 At no time shall ground vehicles be allowed to drive under rotating rotor blades.

### **B.2 Rotorcraft Equipment Requirements**

- B.2.1 All rotorcraft shall have at least two turbine-powered engines.
- B.2.2 All rotorcraft operating more than 3 miles from shore over water shall be equipped with flotation pop-out devices.
- B.2.3 *It is recommended to have flotation pop-out whenever operating beyond the auto-rotative distance from land.*

*The Wingman Standard Rev 4.3***B.3 Pilot Requirements**

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

	<b>PIC</b>	<b>SIC</b>
Airman Certificate	ATP – H	Commercial Instrument
Type Rating	Appropriate category & class	
Medical Certificate	1st Class	
Total Time in Category	2,000 hours as PIC	1,250 hours
Total Time in Type	100 hours as PIC	50 hours
Logged IFR	100 hours as PIC	50 hours
Recency last 365 days (Note 1)	200 hours or 200 flight segments	
Recency last 90 days (Note 1)	30 hours or 30 flight segments	
NAA Sanctions (Note 2)	None in the past five years	
Accidents/Incidents (Note 2)	None in the past five 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.

## APPENDIX C: KEY AVIATION SAFETY RESOURCES

The following are key aviation safety-related resources for operators to reference when developing their programs, policies, processes, and procedures.

- FAA, AC 91-79A, [Mitigating the Risks of a Runway Overrun Upon Landing](#)
- FAA, AC 120-92B, [SMS for Aviation Service Providers](#)
- FAA, AC120-71B, [SOPs and Pilot Monitoring Duties](#)
- FAA, AC 120-103A, [Fatigue Risk Management Systems for Aviation Safety](#)
- Flight Safety Foundation, [Basic Aviation Risk Standards](#)
- Flight Safety Foundation, [Go-Around Decision-Making Guidance](#)
- Flight Safety Foundation, [Stabilized Approach Guidance](#)
- Flight Safety Foundation and NBAA, [Duty/Rest Guidelines](#)
- ICAO Annex 19 - *Safety Management Systems*
- ICAO Annex 6 – [Operation of Aircraft](#)
- ICAO Annex 1 - *Personnel Licensing*
- ICAO Annex 13 – *Incident & Accident Investigation*
- ICAO, [Fatigue Risk Management for Airline Operators](#)
- ISO 9000, *Quality Management System Standards*
- NBAA, [Business Aviation Management Guide](#)
- Transport Canada, [Fatigue Risk Management System](#)