



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
2000 NAVY PENTAGON
WASHINGTON, D.C. 20350-2000

IN REPLY REFER TO

OPNAVINST 3100.8
N889F4
29 November 1995

OPNAV INSTRUCTION 3100.8

From: Chief of Naval Operations

Subj: DECK LANDING OPERATIONS BY CIVILIAN HELICOPTERS WITH
CIVILIAN PILOTS ON U.S. NAVY VESSELS

Ref: (a) OPNAVINST 3120.35G
(b) DOD Directive 4500.53 of 15 May 87 (NOTAL)
(c) NAEC-ENG-7576 (Rev AN) (NOTAL)
(d) OPNAVINST 3710.7Q
(e) NWP-42 (Rev J)
(f) JAG Manual
(g) OPNAVINST 5100.21B
(h) OPNAVINST 3120.28B
(i) NWP-14
(j) Naval Ships' Technical Manual (NSTM) NAVSEA S9086-VG-
STM-010, Chapter 634, as amended; Deck Coverings
(k) NAVAIR 00-80R-14

Encl: (1) Military Equivalent Aircraft
(2) Civilian Helicopter Equipment Requirements
(3) Civilian Pilot Training Requirements
(4) Civilian Pilot Equipment Requirements
(5) Landing Facilities Requirements

1. Purpose. To provide policy, procedural guidance, equipment requirements and pilot qualification standards for operation of civilian helicopters flown by civilian pilots on U.S. Navy vessels.

2. Background. The Navy has identified requirements for civilian-owned and-operated helicopter support on and around U.S. Navy vessels for non-tactical tasking, including passenger and cargo transportation, external load operations and research, development, test and evaluation (RDT&E) missions. Civilian helicopter operations have proven to be cost effective, particularly in areas remote from standard Navy helicopter operating bases. The dedicated support provided by these commercial operators has significantly reduced sea trial time requirements, increased range scheduling flexibility and facilitated improved usage efficiency of scarce Navy resources. To accomplish these missions safely and effectively, minimum standards of equipment and training must be maintained.



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3. Scope. The provisions of this instruction apply to all civilian helicopter take offs, landings, external load operations and hoist transfers on U.S. Navy vessels. "U.S. Navy vessels," for the purposes of this instruction, include Aviation Ships (CV/CVN), Amphibious Aviation Ships (LHA/LPH/LHD) and all Air Capable Ships (all other ships from which helicopters can take off, land or routinely receive and transfer logistic support) whose mission includes the conduct of flight operations per reference (a) in the following categories:

- a. Commissioned ships.
- b. Government-owned or Government-chartered ships operated by Military Sealift Command, the Maritime Administration and/or the National Oceanographic and Atmospheric Agency.
- c. Ships under construction for the U.S. Navy under U.S. government contracts which are executed after the effective date of this instruction.
- d. Navy ships undergoing overhaul, conversion, repair, preservation or storage regardless of their commissioned status.
- e. Ships owned by private companies and on lease or contracted to the U.S. Government.

Civilian helicopters providing radar tracking and other ship services for which there is no intent for landing or hovering are not subject to the provisions of this instruction.

4. Policy. U.S. Navy fleet support helicopters shall be used to the maximum extent possible. Civilian helicopters will only be used when fleet assets are unable to provide the required support.

a. Civilian helicopter contractors shall be approved by the DOD Air Carrier Survey and Analysis Office per reference (b) and will be certificated and operated under the provisions of Federal Aviation Regulations, 14 CFR Part 135, Air Taxi Operators/Commercial Operators (ATCO). Additionally, their operations specifications shall authorize operation of rotorcraft, "VFR day, passengers and cargo."

b. The helicopter contractor shall operate in accordance

with approved Federal Aviation Administration (FAA) Operations specifications and all portions of Federal Aviation regulations (FAR), 14 CFR Parts 91 (including those portions applicable to civil aircraft), 133, and 135 (Part 135.1 notwithstanding) unless specifically authorized otherwise by the administrative contracting officer (ACO). Notwithstanding subparagraph (b) of FAR, 14 CFR 135.1, aircraft shall be maintained under the provisions of 14 CFR part 135, unless specifically authorized otherwise by the ACO. The intent of any deviations should be to require compliance with FAA bulletins that could otherwise be deferred due to the "public aircraft" status of civilian helicopters contracted by the government.

c. Except for emergency situations (aircraft emergencies, medical evacuation (MEDEVAC), etc.), U.S. Navy vessels must receive approval to operate civilian helicopters prior to conducting flight operations. Civilian landing authorizations should be granted for a specific time period, normally not exceeding 90 days.

d. Certification of aviation facilities is required to ensure safe conduct of helicopter operations on Navy vessels. Aviation Facilities Certifications are listed in reference (c). A waiver is required to conduct operations on uncertified flight decks or with a particular type/model/series (T/M/S) aircraft not included in the vessel's certification.

e. Only civilian helicopters which have a military equivalent model shall be used for operations on Air Capable Ships. Additionally, the Ship Class Certification shall include the type aircraft being operated. This will assure that dynamic interface testing for shipboard landing suitability has been completed and that information is available regarding aircraft performance and configuration. Military equivalent helicopters are listed in enclosure (1). Civilian helicopter equipment requirements are listed in enclosure (2).

f. Operations shall be conducted in accordance with Commander in Chief policy and procedures and applicable CV, LHA/LPH/LHD Naval Air Training and Operating Procedures Standardization (NATOPS) and Helicopter Operating Procedures for Air-Capable Ships (NWP-42) publications.

g. Night operations and/or operations under instrument meteorological conditions (IMC) by civilian helicopters are not

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authorized on U.S. Navy vessels. Nighttime and IMC shall be defined in accordance with reference (d), sections 1.3.46 and 1.3.36 respectively.

h. Helicopters engaged in flight operations on U.S. Navy vessels shall utilize JP-5, JP-8 or JET A fuel. Aircraft shall not shutdown or refuel aboard ship except in an emergency. Suitable fuel reserves to return safely to a shore based landing shall be maintained at all times.

(1) Civilian helicopters shall not be defueled aboard ship under any circumstances.

i. The pilot at the controls for a deck landing evolution shall be deck landing qualified and current in accordance with enclosure (3), unless undergoing training.

j. A navy helicopter aircraft commander (HAC) shall act as an instructor pilot for deck landing training flights. The instructor pilot shall be current for shipboard landings in his or her unit's T/M/S helicopter in accordance with applicable directives and shall be authorized in writing to participate in civilian pilot training by the unit commanding officer.

(1) Prior to the conduct of deck landing training the instructor pilot shall receive a thorough indoctrination in the systems, handling qualities and performance of the civilian helicopter to be used during training.

k. All aviation operations on U.S. Navy vessels shall be fully coordinated in advance. Direct liaison is authorized (DIRLAUTH) between the ship providing deck services, and the agency/command providing the civilian helicopters.

(1) For ships not delivered to a government agency, the ACO for the government agency shall be responsible for the coordination of aviation operations.

l. Civilian deck landing qualification (DLQ) training requirements will be conducted on the helicopter landing trainer (HLT) to the maximum extent possible. DLQ training requirements shall be submitted for consideration at the fleet commander's quarterly employment scheduling conference.

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(1) In situations where it is more economical to periodically provide refresher training for civilian helicopter pilots between actual support requirements, rather than requalify following lapses in currency, the agency sponsoring the pilot qualification is granted DIRLAUTH to identify refresher opportunities. Refresher training requests shall include candidate periods and identify the point of contact with whom liaison was conducted.

m. Passenger and cargo transfer operations shall be conducted in accordance with reference (e), sections 5.1, 5.2 and 5.3.

(1) A lookout capable of performing internal communications and all assist functions required by the mission shall be carried on all passenger and/or external load flights to/from U.S. Navy Vessels per reference (d), section 4.2.3. The pilot in command (PIC) shall identify and brief the lookout on his/her responsibilities prior to each flight.

(2) Pilots scheduled for external load operations, involving shipboard delivery/pickup without a shipboard landing must be deck landing qualified and current for the ship type involved. Prior to takeoff, these pilots receive a familiarization briefing on the planned operation from the agency conducting liaison with the helicopter contractor.

n. Civilian helicopter pilots minimum equipment requirements are listed in enclosure (4). Passenger safety equipment shall conform to reference (e). It is the pilot in command's (PIC) responsibility to ensure that passengers shall comply with anti-exposure suit requirements established in reference (d), section 8.2.1.1.

o. "Frequent flyers," as defined by reference (d), section 1.3.32, shall comply with water survival/physiology training requirements listed in, section 8.4 and appendix E of reference (d).

p. Any incident involving property damage or personal injury occurring in the operation of a civilian helicopter aboard a Navy Vessel constitutes an "Admiralty Incident" in accordance with reference (f), section 1203. Admiralty incidents shall be reported immediately to the Admiralty Division, Office of the Judge Advocate General. Subsequent investigation requirements

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are set forth in reference (f), section 1205. In addition, a separate safety investigation will be conducted in accordance with reference (g). The ACO shall ensure that articles requiring safety investigation compliance are stipulated in the contract.

q. Requests for waivers and exceptions to the provisions of this instruction will be considered on a case-by-case basis by Chief of Naval Operations (CNO N889). These requests should be forwarded to the program sponsor for liaison with CNO (N889).

5. Procedures

a. If fleet support helicopters are unable to provide the required support, requests for authorization to conduct civilian helicopter operations shall be forwarded via the chain of command to the approval authority listed in Table 1.

Table 1. Civilian Helicopter Landing Authorization

Ship Status	Approval Authority
Commissioned	Fleet CINC
New Construction, Conversion	Program Executive Officer (PEO), Direct Reporting Program Manager (DRPM), Ship's Acquisition Program Managers (SHAPM)
Overhaul/Repair	Fleet CINC
Preservation/Storage	Fleet CINC, PEO, DRPM, COMNAVSEASYSKOM
Military Sealift Command	Fleet CINC
Helicopter Landing Trainer (HLT)	Chief of Naval Air Training (CNATRA)

b. If required, aviation facility certification waiver requests should be submitted via the ship's or agency's chain of command to the applicable agency listed below;

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(1) For commissioned vessels, aviation facility certification waivers are granted by Fleet CINCs on a case-by-case basis, per reference (h).

(2) If the approval authority for both landing authorization and aviation facilities waiver are the same, they may be combined into one request. Requests should stipulate the type of support required, desired dates and location of operations.

(3) Aviation facility certification waivers for ships under construction may be granted by Commander, Naval Air Systems Command (PMA-251). For single-spot ships under construction, a minimum flight deck certification of level III, class 3 shall be achieved prior to conducting helicopter operations. For multi-spot ships under construction, every effort shall be made to complete flight deck certification to level III, class 3 prior to conducting helicopter operations. In unique cases where this is not feasible, enclosure (5) provides the minimum requirements for conduct of helicopter operations on new construction multi-spot ships.

6. Responsibilities

a. Chief of Naval Operations, Director Air Warfare Division (N88). The Head, Aviation Manpower and Training Branch (N889) is responsible for establishing aviation training requirements. N889 shall:

(1) Establish, and update as necessary, civilian helicopter pilot training requirements for landing aboard U.S. Navy vessels.

(2) Approve civilian helicopter pilot training curriculums.

(3) Identify/designate units to conduct civilian helicopter pilot training.

(4) Exercise approval authority for civilian helicopter pilot training waiver requests.

b. Commander, Naval Air Systems Command. PMA251 is responsible for evaluating requests for Aviation Facilities Certification waivers for new construction ships and granting

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waiver requests when applicable.

c. Fleet CINCs. Fleet CINC's grant civilian helicopter landing authorizations as applicable and exercise aviation facilities certification waiver authority in accordance with reference (h).

d. CNATRA. CNATRA shall act as Aviation Training Model Manager (ATMM) for the CNO-approved Non-Naval Aviator Shipboard Qualification training program. CNATRA also exercises scheduling control over the HLT.

e. Direct Reporting Program Managers/Ship Acquisition Program Managers. The Program Manager is responsible for ensuring the provisions of this instruction are addressed in all shipbuilding and construction contracts which will involve civilian helicopter support. Additionally, the ACO is charged with monitoring contract performance to ensure compliance.



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MILITARY EQUIVALENT AIRCRAFT

<u>Civilian Designation</u>	<u>Military Equivalent Model</u>
Bell B-206	TH-57, OH-58 (USA)
Bell B-212/412	UH-1N
McDonnell Douglas MD-500	OH-6 (USA)
Sikorsky S-61	SH-3
Aerospatial AS-365N	HH-65 (USCG)
Sikorsky S-70	UH-60A (USA)

Enclosure (1)

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CIVILIAN HELICOPTER EQUIPMENT REQUIREMENTS

1. Civilian aircraft engaged in flight operations on U. S. Navy vessels shall be equipped in accordance with the operator's FAA part 135 or 121 certification and operations specifications, and in addition:

a. For all operations:

(1) Aircraft shall have a standard airworthiness certificate.

(2) Three-eighths inch steel shackles free of corrosion and defects to facilitate tie-down of the helicopter during shipboard passenger and cargo transfers.

(3) Emergency pop-out float landing gear.

(4) Emergency equipment required by FAR 14 CFR Part 135.167.

(5) Communication equipment capable of supporting two-way communications with the ship.

(6) One ATC transponder and altitude reporting system meeting the requirements of FAR 14 CFR Parts 91.24 (A)

and (b), and Part 91.172.

(7) Avionics systems employed in or on the aircraft, and their installation and maintenance, shall comply with FAA regulations, notwithstanding any exclusion for public aircraft unless specifically authorized otherwise by the contracting officer or ACO for the helicopter service contract.

(8) Life rafts of sufficient capacity to accommodate passengers and crew.

b. For extended over water operations, outside of 50 nautical miles from land, both the aircraft and ship shall be equipped with an operable TACAN navigation system, 126 channel minimum or the aircraft shall be equipped with Global Positioning System (GPS). In addition, the aircraft will comply with the

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increased requirement of FAR 135.167.

2. External Load Equipment: All equipment utilized for external load transfers to/from U. S. Navy vessels shall be inspected and maintained in accordance with reference (i).

Enclosure (2)

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CIVILIAN PILOT TRAINING REQUIREMENTS

1. Training and qualification of civilian helicopter pilots and frequent flyers shall be conducted on a not to interfere basis with Department of the Navy flight training.

2. Ground School. Ground school training for civilian helicopter pilots shall include but not be limited to:

- a. Deck Markings;
- b. Landing Signals;
- c. Communications/NAVAIDS;
- d. Fuel/Maintenance Support procedures;
- e. Electromagnetic Interference (EMI) hazards;
- f. Landing Patterns/Approaches and ship control zones;
- g. Wind/pitch and roll envelopes and limitations;
- h. External Load Operations, if applicable;
- i. Pilot and passenger safety and survival equipment per FAR 135.331, and;
- j. Navy physiology and water survival training per reference (d), section 8.4 and appendix E.

3. Initial Landing Qualification and Currency Requirements.

a. Air Capable Ships

(1) Initial day qualification consists of:

- (a) Flight training conducted with a U.S. Navy DLQ instructor pilot (IP) who is current on air capable ships.
- (b) Ground school training as outlined above.
- (c) Six field deck landings prior to six ship

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landings, all within a 10-consecutive-day period.

(2) Currency requirements:

(a) Four single-spot shipboard landings within the preceding 180 days.

(b) Pilots whose currency has lapsed shall undergo initial qualification training.

b. Amphibious Aviation Ships (LPH/LHA/LHD)

(1) Initial day qualification consists of:

(a) Flight training conducted with a U.S. Navy DLQ IP who is current on multi-spot ships.

(b) Ground school training as outlined above.

(c) Five field deck landings prior to five shipboard landings, all within a 10 consecutive day period.

(2) Currency requirements:

(a) Four shipboard landings within the preceding 12 months.

(b) Pilots whose currency has lapsed shall undergo initial qualification training.

c. Aviation Ships (CV/CVN): Routine DLQ training and operations normally will not be conducted on CV/CVN class ships. Operations on CV/CVN class ships will be authorized on a case by case basis and require a special ground brief by U.S. Navy personnel. Pilots qualified and current on single and/or multi-spot ships shall be considered current on CV/CVN class ships.

d. Pilots qualified on air capable ships are also qualified on Aviation and Amphibious Aviation ships, but the converse is not true.

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CIVILIAN PILOT EQUIPMENT REQUIREMENTS

1. Civilian pilots shall have in their possession at all times when in a flight duty status:

a. FAA Commercial Pilot Certificate with appropriate rotorcraft Type rating.

b. Current FAA Class 2 Medical Certificate in accordance with FAR, 14 CFR Part 67, which shall satisfy the aeromedical physical requirements of reference (e), section 8.5.

c. Evidence of satisfactory completion of an FAA currency flight check within the preceding 12 months, in the type/model/series aircraft to be flown.

d. An airplane or helicopter Instrument Certificate; or an Airline Transport Pilot (ATP) Certificate with category and class rating for the type/model/series helicopter, not limited to VFR.

e. Evidence of completion of water survival/physiology training.

2. Minimum pilot personal protective/survival equipment shall include:

a. A protective helmet.

b. Flotation/Survival vest.

c. Personal survival equipment appropriate to the area.

d. An anti-exposure suit for cold weather operations as defined by reference (d), section 8.2.1.1, if applicable.

e. Emergency Location Transmitter (ELT) or a voice capable survival radio.

f. 2 flares for night distress signaling.

g. 2 smoke markers for daytime distress signaling.

Enclosure (4)

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LANDING FACILITY REQUIREMENTS

1. Every effort shall be made to achieve flight deck certification prior to conducting helicopter operations. In unique cases where this is not feasible, the following minimum requirements shall be met prior to requesting an Aviation Facilities Waiver from COMNAVAIRSYSCOM PMA251:

a. A clearly delineated landing area providing a minimum of 15 feet of clearance from the rotor tip path to the nearest obstruction in the landing area.

b. A Helicopter Control Station (HCS) with operable:

(1) Two way aircraft communications.

(2) Flight deck communications.

(3) General announcing system (1MC).

(4) Flight deck crash alarm.

c. Wind speed/direction indicator.

d. Fire fighting/damage control equipment including:

(1) Installed/portable Aqueous Film Forming Foam (AFFF) - minimum of two hoses.

(2) Portable CO2 fire extinguishers - minimum of two.
PKP fire extinguishers - minimum of two.

e. Non-skid deck covering shall be applied to the landing area in accordance with reference (j).

f. Deck edge protection, helicopter safety nets and life lines in accordance with ship class drawings.

2. Personnel assigned flight deck responsibilities shall be provided with personal safety equipment as delineated in reference (e), section 2.1.1.

3. A specific individual shall be assigned "Scene Leader" responsibilities as defined in reference (k), section 9.2.3.1.

Enclosure (5)