

**1 DECEMBER 1998**



**Developmental Engineering**

**STANDARDS OF AIRWORTHINESS FOR  
PASSENGER CARRYING COMMERCIAL  
DERIVATIVE TRANSPORT AIRCRAFT**

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OPR: HQ USAF/XOO-CA  
(Lt Col Pamela Hodge)  
Supersedes AFD 62-4, 14 September 1993.

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(Maj Gen Charles R. Henderson)  
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This directive establishes policies to ensure the Air Force's passenger carrying commercial derivative transport aircraft maintain high levels of safety and to ensure the Air Force does not duplicate activities performed by the Federal Aviation Administration (FAA), such as Type Certification (TC) or Supplemental Type Certification (STC) pertaining to those aircraft. The intent of this Policy Directive is to ensure the highest levels of safety for all passenger carrying commercial transport Air Force aircraft.

**SUMMARY OF REVISIONS**

**This document is substantially revised and must be completely reviewed.**

This revision changes the title from Civil Airworthiness Standards for Transport Aircraft to address only passenger carrying commercial derivative transport aircraft; establishes to the extent practicable a single level of safety for aircraft with the passenger carrying mission; and changes the metric for measuring compliance to reduce redundant record keeping (paragraph 8). Transport aircraft which accomplish missions other than passenger carrying are addressed in AFD 62-5.

**1.** The Air Force is able to perform many of its passenger carrying missions with commercial derivative transport aircraft. Procuring such aircraft saves costs associated with developing, producing, operating, and maintaining entirely new aircraft throughout the life cycle of the program. Therefore, when the intended use of such aircraft will be limited to applications comparable to civil passenger operations, the Air Force will seek to procure and sustain commercial derivative fixed and rotary wing aircraft. Public law designates the Federal Aviation Administration (FAA) as the regulator of the US national airspace system. Commercial aircraft are generally required to comply with Federal Aviation Regulation (FAR) requirements. This directive establishes policies that, subject to the waiver provisions below, seek to ensure that the Air Force's commercial derivative transport aircraft used for carrying passengers comply with applicable FAR requirements, and that the Air Force does not duplicate activities performed by the FAA such as the issuance of Type Certification (TC) or Supplemental Type Certification (STC) pertaining to those aircraft.

2. The Air Force will seek to ensure that throughout the life cycle of its system program, commercial derivative transport aircraft used for passenger carrying missions meet or exceed civil airworthiness standards set by the FARs. Aircraft owned and operated by the Air Force are public aircraft. The Air Force is the responsible agent for certification of airworthiness of the aircraft it owns and operates. At a minimum, the FARs will be used to baseline airworthiness whenever practicable. The FAA through application of the FARs and its expertise, issue TCs and STCs. Persons responsible for Air Force owned commercial derivative transport aircraft executing the passenger carrying mission will seek to obtain and maintain an FAA Type Certificate for such aircraft.
3. The Air Force shall seek to ensure avionics or other equipment developed for use on Air Force commercial derivative passenger carrying transport aircraft meet or exceed civil design standards in accordance with the airworthiness and operating FARs as they apply to the aircraft for which the equipment is being procured. In addition to the FAR requirements, or if the item is military off-the-shelf, military design standards will be met when the mission dictates. With System Program Director (SPD) approval, military off-the-shelf equipment which is not FAA certified may be used but must be reflected as deviations to the Type Certificate. The Air Force shall seek to procure, maintain and utilize an equivalent level of safety related equipment to that carried on similar civil aircraft engaged in similar missions. Note: While commercial off-the-shelf (COTS) equipment is preferred, military off-the-shelf equipment is acceptable, subject to SPD approval, when COTS equipment will not meet the mission requirements.
4. The Air Force may accept and use FAA evaluations and inspections to reduce duplicative activities.
5. The Air Force may designate selected Air Force operational units as support organizations for commercial derivative passenger carrying aircraft. These units shall maintain and perform organizational level maintenance and minor modifications as approved and directed by the SPD.
6. This directive establishes the following responsibilities and authorities.
  - 6.1. The Associate Director of Civil Aviation (AF/XOO-CA) establishes airworthiness policy. AF/XOO-CA also maintains overall program and planning liaison with the FAA, coordinates regulatory and policy documents with the FAA, and negotiates interagency support agreements with the FAA.
  - 6.2. AF/IL oversees the US Air Force airworthiness process for commercial derivative passenger carrying aircraft.
  - 6.3. The owning MAJCOM is responsible for designating operational units as support organizations for commercial derivative passenger carrying aircraft. The owning MAJCOM shall also ensure that designated units adhere to FAA FAR standards for maintenance to the maximum extent possible, in accordance with their respective Operations Manual for Maintenance or SPD approved maintenance concept.
  - 6.4. SAF/AQ develops overall streamlined acquisition processes and integration of best commercial practices during acquisition. SAF/AQ also develops acquisition contracting processes for commercial derivative transport aircraft and provides Program Management Directive (PMD) direction to Headquarters Air Force Materiel Command (HQ AFMC).
  - 6.5. The SPD is responsible for developing and maintaining a program baseline/plan for complying with all applicable FAR standards for commercial derivative passenger carrying aircraft, insuring safe operations and maintenance for the program life cycle. The SPD may request a waiver to compliance

with FAR regulatory requirements after all possible solutions to resolving FAR issues have been exhausted.

6.6. AF/XO retains final authority to resolve or waive compliance with FAR regulatory requirements.

**7.** This directive applies to all personnel involved in requirement development, procurement, certification, sustainment and maintenance of US Air Force, Air National Guard, and Air Force Reserve Commercial Derivative Passenger Carrying Aircraft.

**8.** Measure of Compliance. By December 15 of each year the SPD of commercial derivative transport aircraft programs shall provide to HQ USAF/XOO-CA a survey of the fleet. This survey will identify the Mission Design Series, the equivalent commercial aircraft, and detail the total number of commercial derivative transport aircraft in the program. Reporting will be done through RCS: HAF-XOO(A) 9343, *Annual USAF Civil Derivative Aircraft Assessment*. Discontinue reporting during emergency conditions. Discontinue reporting during minimize.

**9.** This directive has addressed passenger carrying commercial derivative aircraft. AFPD 62-5 addresses standards of airworthiness for commercial derivative aircraft used by the Air Force for missions other than passenger carrying.

F. WHITTEN PETERS  
Acting Secretary of the Air Force

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

Federal Aviation Regulations

AFPD 63-1, Acquisition System (no former publication)

AFPD 64-1, The Contracting System (no former publication)

AFPD 62-5, Standards of Airworthiness for Commercial Derivative Hybrid Aircraft (no former publication)

***Terms***

**Civil Airworthiness Standards**—The regulations, rules, policies, and interpretations used by the FAA to regulate the airworthiness of commercially developed products.

**Commercial Derivative Transport Aircraft**—Any fixed- or rotary wing aircraft procured as a commercial Type Certificated off-the-shelf non-developmental item. These aircraft are used primarily for the transport of passengers.

**FAA evaluations**—The engineering, test plan, ground testing, flight testing, test reports, flight manual, supplements, and procedures for continued airworthiness required by the FAA for granting or amending a Type Certificate or granting Supplemental Type Certification.