***CHASE AIRCRAFT AND HELICOPTER USAGE CRITERIA DURING RDT&E***

 FOREWORD

During the performance of Research, Development, Testing and Evaluation (RDT&E) of an aircraft and its systems, it sometimes becomes necessary for the Contractor (GA&E) to perform test work where the flying is of a hazardous nature. It is during this test work that it becomes necessary for other aircraft to accompany the aircraft actually performing the hazardous flying to visually monitor the test aircraft for flight safety and to assist the test aircraft pilot by visual observations of the test aircraft and its external equipment. This accompanying aircraft is called a chase aircraft.

I. INTRODUCTION

A. SCOPE: This procedure establishes the criteria for the determination of the necessity for chase aircraft and helicopter usage during RDT&E.

B. APPLICATION: This procedure is applicable to all GA&E personnel engaged in the planning for and carrying out of any RDT&E aircraft flight programs under GA&E cognizance.

C. RESPONSIBLE ORGANIZATIONS:

- Flight Operations

- T&E Program Management

- Flight Test Technology

- Flight Safety

D. DEFINITIONS:

- Designee ... An alternate named by the person with primary responsibility to act in his behalf.

E. ABBREVIATIONS:

- RDT&E ... Research, Development, Testing and Evaluation

II. Associated Documents

 A. Applicable Documents: MIL-D-8708 (Addendum determined by contract)

 -Demonstration Requirements for Airplanes

 B. Reference Documents: None

III. General Policy

 A. Chase aircraft are mandatory under the following conditions:

 - For the first flight of a new model airplane (MIL-D-8708)

 B. Chase aircraft are normally, required under the following conditions:

 - When the test aircraft is to perform flight testing of a hazardous nature

 (i.e., structural integrity, envelope expansion, spin tests, flutter, stores separation tests or

 critical single engine tests)

 - Where flight involves unusual pilot preoccupation, thereby preventing or reducing the

 pilot's ability to detect the presence of other aircraft (on aircraft where it is possible to have an observer on board with a view comparable to the pilot's, a chase aircraft may not be required)

 - Any other circumstances where the Chief Test Pilot deems it necessary

 in the interest of flight safety.

 - All Customer flights unless waived by the Chief Test Pilot

 C. The Company helicopter is on standby duty whenever Company aircraft are flying. If any pilot believes the test or maneuver that he is to perform is critical, he may further request that the helicopter be airborne and close to the area in which the testing is to be performed.

 - HELO requirements, at Customer facilities, will be coordinated with that facilities Search and Rescue Offices.

D. The chase aircraft pilot will be a test pilot who is thoroughly briefed and familiar with the aircraft he is to chase.

IV. PROCEDURE

A. GENERAL:

Each T&E Responsible Group

1. During the preparation and/or review of all flight test plans and flight cards, each responsible group shall call attention to flights for which a chase aircraft may be necessary. The T&E Program Manager and the Project Pilot shall be made aware of those flights and shall decide, with the Chief Test Pilot's concurrence, whether chase is a requirement.

B. FOR FLIGHT REQUIRING CHASE:

# T&E Program Manager/Designee

1. Make all arrangements for a suitable chase aircraft/crew.

2. Provide the chase pilot and crew with a duplicate set of flight cards.

# Chase Pilot, Crew and Test Conductor

3. Attend the flight briefing to be fully cognizant of:

 - The test intent.

 - The method of testing to be employed.

 - What to watch for.

 - What information to pass on to the pilot of the test aircraft during flight or to the ground

 station.

 - Some chase briefing requirements may be satisfied by telephone or teleconference briefings.

 When this is deemed acceptable by the Project Pilot and Chief Test Pilot, the flight test pilot

 is responsible to directly brief the chase pilot as to the flight requirements.

 - Attend the flight debriefing, when practicable.

C. FOR FLIGHT REQUIRING AIRBORNE HELICOPTER SUPPORT:

# Project Pilot/Designee

4. Determine the requirement for airborne helicopter support as discussed in paragraph IIIC.

5. Notify the helicopter pilot and crew of the impending flight.

Helicopter Pilot & Crew

6. For flights requiring airborne support, interface with the test pilot to establish the specific requirements.