OFFICIAL SENSITIVE COMMERCIAL

SCHEDULE 2 TO CONTRACT 703723450

MILITARY AVIATION AUTHORITY REGULATORY PUBLICATIONS (MRP)

Requirement Unique ID	Issue No.	Release Status	Item Type	Title	Rationale/Text	RWCSAT Requirement Yes/No
1002[07]	[07]	Authorized	RA	1002 - RA (Issue 7) - Airworthiness Competent Persons	A successful Airworthiness strategy requires personnel who are assessed as competent and are Suitably Qualified and Experienced Persons (SQEP). The lack of such personnel may result in inappropriate advice or decisions and a potentially compromised level of Airworthiness. Whilst Aviation Duty Holders (ADH), Accountable Managers (Military Flying) (AM(MF)), Accountable Managers (AM)[1], and Heads of ADH-Facing Organizations[2] are personally, or contractually, accountable for their responsibilities, it is important that they are supported by expert advisers. This RA details the requirement to demonstrate that personnel are competent and suitable to provide Airworthiness advice. [1] Those AMs within: ADH-Facing Organizations; Maintenance Approved Organizations; Air Traffic Equipment Approved Organizations; or Design Approved Organizations. [2] 'Heads of ADH-Facing Organizations' includes but is not limited to: Aviation Delivery Team Leaders, Commodity Chief Engineers, Heads of Establishment (HoE), Military Continuing Airworthiness Managers (Mil CAMs).	Yes
1002[07](01)	[07]	Authorized	Regulation	1002(1) - Regulation - Airworthiness Competent Persons	ADHs, AM(MF)s, AMs, and Heads of ADH-Facing Organizations shall ensure that all persons involved in Airworthiness activities are competent and SQEP.	Yes
1002[07](01)001	[07]	Authorized	AMC	1002(1).1 - AMC - Airworthiness Competent Persons	ADHs, AM(MF)s, AMs, and Heads of ADH-Facing Organizations should assure themselves that representatives at meetings, working groups, panels etc where Airworthiness matters are discussed or an agenda item, are competent and SQEP.	Yes
1002[07](01)002	[07]	Authorized	AMC	1002(1).2 - AMC - Airworthiness Competent Persons	ADHs, AM(MF)s, AMs, and Heads of ADH-Facing Organizations should ensure that the training, experience and qualifications of personnel involved in Airworthiness activity are assessed and documented.	Yes
1002[07](01)003	[07]	Authorized	AMC	1002(1).3 - AMC - Airworthiness Competent Persons	Individuals should only exercise Airworthiness authority in areas where they have been assessed and measured as being competent.	Yes
1002[07](01)004	[07]	Authorized	AMC	1002(1).4 - AMC - Professional Registration	The following posts should be filled by Engineering Council CEng registered Crown Servants: a. Chief Air Engineers (CAE) in support of ADHs at each level. b. Mil CAMs and Deputy Mil CAMs who are employed within a construct supporting ADHs in accordance with RA 4945[3]. c. All engineers holding appointed Level J and Level K authorizations[4] at OF4 (or equivalent) and above, or OF3 (or equivalent) where they are the senior engineering specialists. d. Defence Equipment & Support (DE&S) engineers holding formal Letters of Airworthiness Authority[5] at OF4 (or equivalent) and above, or OF3 (or equivalent) where they are the senior engineering specialists. [3] Refer to RA 4945 – Personnel Requirements – MRP Part M Sub Part G. [4] Refer to RA 1006 – Delegation of Engineering Authorizations and RA 1023 – Chief Air Engineers – Air Safety Responsibilities. [5] Refer to RA 1003 – Delegation of Airworthiness Authority and Notification of Air Safety Responsibility.	No
1002[07](01)005	[07]	Authorized	AMC	1002(1).5 - AMC - Professional Registration	The following posts, where they do not meet the criteria at paragraph 4 above, should be filled by Engineering Council IEng registered Crown Servants (as a minimum): a. All engineers holding appointed Level J and Level K authorizations[4]. b. Defence Equipment & Support (DE&S) engineers holding formal Letters of Airworthiness Authority[5]. [4] Refer to RA 1006 – Delegation of Engineering Authorizations; and RA 1023 – Chief Air Engineers – Air Safety Responsibilities. [5] Refer to RA 1003 – Delegation of Airworthiness Authority and Notification of Air Safety Responsibility.	No
1002[07](01)006	[07]	Authorized	AMC	1002(1).6 - AMC - Professional Registration	The appropriate Operating Duty Holder (ODH) CAE and DE&S Operating Centre Director should personally authorize any non-compliance for Crown Servant posts on a case-by-case basis, inform the MAA[6], and maintain a record for audit by the MAA. Details of all non-compliances should be provided to the ODH / AM(MF) for inclusion in the Air System Safety Case, managed via the Air Safety Management System. [6] Contact via DSA-MAA-OA-ACC@mod.gov.uk.	No
1002[07](01)007	[07]	Authorized	AMC	1002(1).7 - AMC - Professional Registration	The following posts should be filled by Engineering Council CEng registered industry personnel: a. Type Airworthiness Managers (TAM)[7]. b. Mil CAMs who are employed within a construct supporting a Defence Contractor Flying Organization. In derogation, personnel who hold a European Union Aviation Safety Agency (EASA) Form 4 / UK Civil Aviation Authority (CAA) Form SRG 1769 as a CAM, are not required to be Engineering Council registered. [7] Refer to RA 1160 – The Defence Air Environment Operating Framework.	No
1002[07](01)008	[07]	Authorized	AMC	1002(1).8 - AMC - Professional Registration	Non-compliance for industry posts should be accepted by the applicable AM and endorsed by the MAA[6] as part of the relevant organizational approval process. Details of all non-compliances should be provided to the ODH / AM(MF) for inclusion in the Air System Safety Case, managed via the Air Safety Management System. [6] Contact via DSA-MAA-OA-ACC@mod.gov.uk.	Yes

1002[07](01)009	[07]	Authorized	GM	1002(1).9 - GM - Development and Assessment of Competence	When assessing the competence of personnel to carry out their duties the following factors will be considered: a. Engineering knowledge appropriate to the application area. b. Engineering, including Airworthiness engineering, knowledge appropriate to the technology. c. Knowledge of the legal and safety regulatory framework. d. The consequences of failure of systems that affect Airworthiness. The greater the consequences, the more rigorous the specification and assessment of competence need to be. e. The safety categorization (eg Risk Class) of the systems or component. The higher the category the more rigorous the specification and assessment of competence need to be. f. The novelty of the design, design procedures or application. The newer or more untried the designs, design procedures or application, the more rigorous the specification and assessment of competence need to be. g. Personal characteristics such as leadership, strength of character, ability to communicate, give presentations, and literacy. h. Previous experience and its relevance to the specific duties to be performed and the technology employed. The greater the required competence levels, the closer the fit between the competencies developed from previous experience, and those required for the specific duties to be undertaken needs to be. i. The relevance of qualifications to specific duties. Note: Detailed guidance on the assessment of Airworthiness competence is available within the Knowledge in Defence portal[8]. [8] http://aof.uwh.diif.r.mil.uk/index.htm or https://www.gov.uk/guidance/knowledge-in-defence-kid.	Guidance
1002[07](01)010	[07]	Authorized	GM	1002(1).10 - GM - Development and Assessment of Competence	When assessing the competence requirements of a particular task, the following aspects need to also be addressed: a. How effectively the task is communicated. b. Workload. c. Support and communication available within a peer group. d. Support for feedback and learning mechanisms within the organization. e. Review and verification processes within the organization.	Guidance
1002[07](01)011	[07]	Authorized	GM	1002(1).11 - GM - Development and Assessment of Competence	Competence requirements will need to be assessed at all levels; individual, team, organization, or Service.	Guidance
1002[07](01)012	[07]	Authorized	GM	1002(1).12 - GM - Development and Assessment of Competence	The need to develop and maintain competence wil be read across to: a. Recruitment and placement procedures. b. The identification of training needs particularly in the presence of organizational change, staff turnover, and technological developments. c. The delivery of training. d. The need for general health promotion and surveillance schemes[9]. [9] Refer to DSA01.1 – Defence Policy for Health, Safety and Environmental Protection.	Guidance
1002[07](01)013	[07]	Authorized	GM	1002(1).13 - GM - Personnel Changes	ADHs, AM(MF)s, AMs, and Heads of ADH-Facing Organizations need to recognize the significance of changes of personnel and: a. Ensure that appointments are made only to personnel who will be able to acquire the necessary level of competence within a reasonable period of time. b. Ensure that new personnel acquire necessary Airworthiness knowledge to carry out their tasks. c. Allow new staff time to assimilate the safety culture and sources of corporate memory on Airworthiness matters before delegating authority to them. d. Ensure that where an MAA approval is required there is sufficient time to enable assessment and approval to be completed prior to the nominee assuming authority.	Guidance
1003[06]	[06]	Authorized	RA	1003 - RA (Issue 6) - Delegation of Airworthiness Authority and Notification of Air Safety Responsibility	The responsibility for the Air Safety and, consequently, the Airworthiness of Air Systems is vested in the Secretary of State (SoS) for Defence, who delegates authority in this matter to each Service Chief of Staff and Chief Executive Officer (CEO) for onward delegation to competent individuals. Within Defence Equipment and Support (DE&S), or an MAA approved Design Organization (DO), where an individual requires Airworthiness Authority to amend the Air System Document Set (ADS), formal delegation of such authority is required. A formal record of the notification of Air Safety responsibility is also required to ensure that individuals are aware of the impact on safety of their aviation-related activity; such notification is required to be clear, unambiguous and auditable.	Yes
1003[06](01)	[06]	Authorized	Regulation	1003(1) - Regulation - Delegation of Airworthiness Authority within DE&S	Delegation of the Airworthiness Authority to approve changes to the ADS within DE&S shall be by Suitably Qualified and Experienced Person (SQEP) Crown Servants, in nominated posts, in the form of a Letter of Airworthiness Authority (LoAA).	Yes
1003[06](01)001	[06]	Authorized	AMC	1003(1).1 - AMC - Airworthiness Authority	The authority to approve changes to the ADS, granted to individuals through the issue of LoAAs, should be delegated to Type Airworthiness Authorities (TAA).	Yes

1003[06](01)002	[06]	Authorized	AMC	1003(1).2 - AMC - Delegation principles	A clear, unbroken chain of delegation from CEO to the respective TAA should exist, through 2* Operating Centre Directors (OCD) and including intermediate line managers as necessary, with each receiving the appropriate level of delegation: a. CEO should issue a LoAA to Director General (Air) (DG(Air)) containing, as a minimum, the Air Safety responsibilities and Airworthiness Authorities detailed in RA 1012[1]. b. DG(Air) should issue LoAAs to those OCDs with responsibilities for Air Systems and equipment, containing as a minimum, the relevant Air Safety responsibilities and Airworthiness Authorities detailed in RA 1013[2]. c. OCDs should issue LoAAs to subordinate TAAs, via intermediate line managers where necessary. These LoAAs should contain, as a minimum, the Airworthiness Authorities detailed in RA 1015[3]. d. Subordinate Delivery Team (DT) staff requiring LoAAs should receive such delegation directly from the respective TAA. [1] Refer to RA 1012 – Director General (Air) - Air Safety Responsibilities. [2] Refer to RA 1013 – Air Systems Operating Centre Director - Provision of Airworthy and Safe Systems. [3] Refer to RA 1015 – Type Airworthiness Authority – Roles and Responsibilities.	No
1003[06](01)003	[06]	Authorized	AMC	1003(1).3 - AMC - Delegation principles	LoAAs should: a. Only be issued to those individuals in the delegation chain from DG(Air) to TAAs, and sub-delegated from the TAA where required. b. Only be granted to competent individuals meeting established criteria to be SQEP, as detailed below. c. Be in the form of a letter personal to the individual receiving it; they should not be transferred between individuals. d. Be of an unambiguous scope and be consistent with other delegations to prevent omissions or duplication. e. Be accepted formally in writing by the recipient; LoAAs should only be accepted when the recipient has made an assessment that the responsibilities and authorities delegated can be discharged within the resource that has been allocated.	No
1003[06](01)004	[06]	Authorized	AMC	1003(1).4 - AMC - Delegation principles	Copies of all LoAAs, received and issued, should be retained for no less than 5 years beyond the active life of the Air System type or equipment. Scanned copies held electronically are permitted.	No
1003[06](01)005	[06]	Authorized	AMC	1003(1).5 - AMC - Delegations	OCDs, TAAs and any intermediate line managers requiring delegation of Airworthiness Authority should apply to the MAA for endorsement[4] of their suitability to hold a LoAA, using the process detailed in MAA03[5]. The applicant should not be awarded a LoAA before their LoE is received. [4] Once satisfied, the MAA is to issue a personal Letter of Endorsement (LoE) recognizing the suitability of the applicant. [5] Refer to MAA03: Military Aviation Authority Regulatory Processes.	No
1003[06](01)006	[06]	Authorized	AMC	1003(1).6 - AMC - Delegations	LoAAs delegating the authority to approve amendments or re-issues of a Release To Service Recommendation (RTSR) should only be issued to individuals holding at least the rank/grade of OF5 (or equivalent).	No
1003[06](01)007	[06]	Authorized	AMC	1003(1).7 - AMC - Delegations	The TAA should identify those posts within their Area of Responsibility that require LoAAs. These posts should be limited to those that require authority to alter the ADS without reference to higher authority.	No
1003[06](01)008	[06]	Authorized	AMC	1003(1).8 - AMC - Delegations	When sub-delegating LoAAs, the TAA has discretion over the nature and extent of delegation, under the following constraints: a. LoAAs delegating the authority to amend the ADS should only be issued to individuals who have successfully completed the Airworthiness for Military Aircraft Course (AMAC) – either at Practitioner (AMAC-P) level or Fundamentals (AMAC-F) level, including passing the course assessment. See RA 1440[6] Annex A for further details. b. The TAA should assess the competency and knowledge of all staff requiring delegation using an auditable, evidence-based process and determine which the more appropriate course is for the individual, considering the scope of their delegation. The AMAC-P is considered to be the preferred course for LoAA holders at OF3 level (or equivalent) and above. The AMAC-F is considered a suitable course for LoAA holders below OF3 (or equivalent). See RA 1440[6] Annex A for further details. c. When issuing the LoAA, the TAA should specify any limitations applicable to the delegation and the LoAA holder should be made aware of the boundaries within which they are permitted to operate. [6] Refer to RA 1440 – Air Safety Training.	No
1003[06](01)009	[06]	Authorized	AMC	1003(1).9 - AMC - Delegations	All LoAA holders should meet the relevant minimum SQEP criteria, as contained in Table 1 below, with the following notes: a. Any intermediate line manager (as described in paragraph 2c) between the OCD and a TAA requiring a LoAA should meet the minimum SQEP criteria established for OCDs. b. Where Air System Type Specific Managers' Courses are not available, an appropriate level of technical familiarization should be achieved for each Air System type. This should be recorded in the relevant LoAA and LoE. [7] Refer to RA 1440 Annex A for further details. [8] Refer to RA 1002 – Airworthiness Competent Persons.	No
1003[06](01)010	[06]	Authorized	AMC	1003(1).10 - AMC - Delegations	TAAs should be assessed as at least "Practitioner" level across ACS001, ACS201, ACS301 (excluding ACS301/06) and ACS401 in the Airworthiness Competence Set (available on the MAA's websites[9]) before receiving their LoAA. [9] https://www.gov.uk/government/publications/letter-of-endorsement-loe-airworthiness-competence.	No
1003[06](01)011	[06]	Authorized	AMC	1003(1).11 - AMC - Review of delegations	All LoAAs should be reviewed by the issuer at least annually.	No
1003[06](01)012	[06]	Authorized	AMC	1003(1).12 - AMC - Review of delegations	When the issuer of a LoAA departs their post, all LoAAs issued by that individual should remain valid for a maximum period of 3 months from when their replacement receives their own LoAA. During this period, all sub-delegations should be reviewed and renewed as appropriate by the new incumbent.	No

1003[06](01)013	[06]	Authorized	AMC	1003(1).13 - AMC - Review of delegations	Reviews should ensure that: a. The functional responsibility and, where appropriate, authority being delegated remains appropriate. b. The content and references in the LoAA remain up to date.	No
1003[06](01)014	[06]	Authorized	AMC	1003(1).14 - AMC - Training	OCDs, TAAs, and 1* LoAA holders should comply with the Air Safety Training requirements detailed in RA 1440[6]. [6] Refer to RA 1440 – Air Safety Training.	No
1003[06](01)015	[06]	Authorized	GM	1003(1).15 - GM - Delegation of Airworthiness Authority within DE&S	The content of the ADS is detailed in RA 1310(1)[10]. For clarification, Special Instructions (Technical) (SI(T)s), regulated by RA 5405[11], are considered to be part of the ADS when they direct on-aircraft work. The issue of such SI(T)s can therefore only be authorized by a LoAA holder. [10] Refer to RA 1310 – Air System Document Set. [11] Refer to RA 5405 – Special Instructions (Technical).	Guidance
1003[06](01)016	[06]	Authorized	GM	1003(1).16 - GM - Delegation of Airworthiness Authority within DE&S	The simplicity of a single TAA within a Platform DT is highly preferable but, where multiple Air System types are supported by a single DT, additional TAAs may be appointed for each Air System type.	Guidance
1003[06](01)017	[06]	Authorized	GM	1003(1).17 - GM - Delegation of Airworthiness Authority within DE&S	Although not contained in the currently mandated SQEP criteria, relevant Air System Maintenance experience in the Forward air domain can be extremely valuable to an individual in exercising Airworthiness Authority. When sub-delegating LoAAs to DT staff who do not have such experience, the TAA may wish to take measures to ensure that such staff have access to suitable advice. Appropriate measures may include (but are not limited to) ensuring suitably experienced individuals are employed in support of the LoAA holder.	Guidance
1003[06](01)018	[06]	Authorized	GM	1003(1).18 - GM - Applicability to non-DE&S organizations	Individuals inside non-DE&S organizations will not be allowed to hold LoAAs, as these are DE&S specific authorization approvals, and the DG(Air) only provides LoAAs to individuals within their AoR and governance chain.	Guidance
1003[06](01)019	[06]	Authorized	GM	1003(1).19 - GM - Applicability to non-DE&S organizations	Organizations that transfer out of DE&S will: a. For organizations remaining in MOD: Ensure that the SoS for Defence delegates their Airworthiness authority through the appropriate management chain (through the appropriate Service Chief of Staff or CEO for onward delegation) to competent individuals. b. For organizations leaving MOD: Ensure that the MOD contracting organization, who has been appropriately delegated through their management chain from the SoS for Defence provides the appropriate Airworthiness delegation to the Head of the transferred organization (eg CEO). Ensure that the Head of the transferred organization (eg CEO) delegates the Airworthiness responsibilities through the appropriate management chain (through the appropriate Accountable Manager (AM) for onward delegation) to competent individuals. c. Create Letters of Authority / Delegation covering as a minimum the LoAA / Letter of Air Safety Notification (LoAN) requirements (that were held whilst the organization was in DE&S) for their personnel. d. Ensure that responsibilities, that were covered by the LoAAs / LoANs of their personnel, are detailed within the formal agreements (eg Internal Business Agreements, Joint Business Agreements, Service Level Agreements, etc) they have with the aviation organizations they support (eg Aviation Duty Holders, Front Line Commands, DE&S aviation Delivery Teams, etc).	Guidance
1003[06](01)020	[06]	Authorized	GM	1003(1).20 - GM - Training course validities	Training course validities are prescribed to ensure that individuals are kept as up-to-date as possible with the latest legal, policy, regulatory, best practise direction available. It is the responsibility of individuals and their chain of command to ensure the individuals remain in-date for all applicable training courses.	Guidance
1003[06](01)021	[06]	Authorized	GM	1003(1).21 - GM - Training course validities	Once an individual goes beyond a course validity timeframe (ie AMAC-P validity is 5 years) the individual is no longer deemed to be SQEP and becomes ineligible to hold an LoAA. Training course validities are not related to individuals remaining in a specific [type of] post (ie an individual can successfully complete the AMAC-P, then change posts away from Airworthiness (eg into a Finance post), then return to an Airworthiness post, and (if still within the course validity of 5 years) still be deemed as SQEP for AMAC-P).	Guidance
1003[06](02)	[06]	Authorized	Regulation	1003(2) - Regulation - Notification of Air Safety Responsibility within DE&S	Individuals within DE&S responsible for providing equipment (excluding Air System platforms) and/or services in the Defence Air Environment shall receive formal notification of their Air Safety responsibilities, promulgated through a system of formal letters.	No
1003[06](02)022	[06]	Authorized	AMC	1003(2).22 - AMC - Notification of Air Safety Responsibility within DE&S	Air Safety Responsibility. The notification of Air Safety Responsibility should not authorize the individual to approve changes to the ADS. For the purpose of this regulation, this form of notice is named a Letter of Air Safety Notification (LoAN).	No
1003[06](02)023	[06]	Authorized	AMC	1003(2).23 - AMC - Notification principles	A clear, unbroken chain of notification from DG(Air) to the respective Ship Platform Authorities (PA) or Commodity Chief Engineer (CE) should exist, through 2* OCDs and including intermediate line managers as necessary, with each receiving a notification appropriate to their level and project responsibilities: a. DG(Air) should issue LoANs to those OCDs who are not required to hold LoAAs but have responsibilities for providing services and / or equipment for use in, or in support of, the Air Domain. b. OCDs should identify those Ship PAs or Commodity CEs within their operating centres who have formal responsibility for the Air Safety of the equipment and / or services they provide, but not Airworthiness Authority to approve changes to the ADS; such individuals should receive LoANs, issued through intermediate line managers if necessary. c. Appropriate subordinate staff with formal responsibility for the safety of goods and services delivered to Air System DTs should receive suitably tailored LoANs from their Ship PA or Commodity CE.	No
1003[06](02)024	[06]	Authorized	AMC	1003(2).24 - AMC - Notification principles	LoAA and LoAN holders should issue LoANs, but LoAN holders should not issue LoAAs.	No
1003[06](02)025	[06]	Authorized	AMC	1003(2).25 - AMC - Notification principles	In all instances LoANs should: a. Be in the form of a letter personal to the individual receiving it; they should not be transferred between individuals. b. Be of an unambiguous scope and be coherent with any other letters of notification or delegation to prevent omissions or duplication. c. Contain specific reference to the regulations and standards applicable to achieving the Air Safety requirements for the equipment and/or services that the recipient is responsible for.	No

1003[06](02)026	[06]	Authorized	AMC	1003(2).26 - AMC - Notification principals	Copies of all LoANs, received and issued, should be retained for no less than 5 years beyond the active life of the related Air System type or equipment. Scanned copies held electronically are permitted.	No
1003[06](02)027	[06]	Authorized	AMC	1003(2).27 - AMC - Review of notifications	All LoANs should be reviewed by the issuer or their replacement at least annually.	No
1003[06](02)028	[06]	Authorized	AMC	1003(2).28 - AMC - Review of notifications	When the issuer of a LoAN departs their post, all LoANs issued by that individual should remain valid for a maximum period of 3 months from when their replacement receives their LoAA or LoAN. During this period, all sub-delegations should be reviewed and renewed as appropriate by the new incumbent.	No
1003[06](02)029	[06]	Authorized	GM	1003(2).29 - GM - Notification of Air Safety Responsibility within DE&S	The purpose of the formal letter for notification of responsibility for Air Safety without Airworthiness Authority is to ensure that individuals are formally made aware of their responsibilities for Air Safety so that they may effectively apply Air Safety regulation and principles in the conduct of their duties.	No
1003[06](02)030	[06]	Authorized	GM	1003(2).30 - GM - Notification of Air Safety Responsibility within DE&S	While RA 1003(2) does not define specific SQEP criteria for LoAN holders, this does not remove the requirement to ensure that all individuals are competent to hold the responsibilities associated with their respective appointment.	No
1003[06](02)031	[06]	Authorized	GM	1003(2).31 - GM - Applicability to non-DE&S organizations	Individuals inside non-DE&S organizations will not be allowed to hold LoANs, as these are DE&S specific authorization approvals, and the DG(Air) only provides LoANs to individuals within his AoR and governance chain.	No
1003[06](02)032	[06]	Authorized	GM	1003(2).32 - GM - Applicability to non-DE&S organizations	Organizations that transfer out of DE&S will: a. Ensure that the MOD contracting organization, who has been appropriately delegated through their management chain from the SoS for Defence provides the appropriate notification of Air Safety Responsibility to the Head of the transferred organization (eg CEO). b. Ensure that the Head of the transferred organization (eg CEO) delegates the Airworthiness responsibilities through the appropriate management chain (through the appropriate AM for onward delegation) to competent individuals. c. Create Letters of Notification covering as a minimum the LoAA / LoAN requirements (that were held whilst the organization was in DE&S) for their personnel. d. Ensure that responsibilities, that were covered by the LoAAs / LoANs of their personnel, are detailed within the formal agreements (eg Internal Business Agreements, Joint Business Agreements, Service Level Agreements, Contracts, etc) they have with the aviation organizations they support (eg Aviation Duty Holders, Front Line Commands, DE&S aviation Delivery Teams, etc).	Guidance
1003[06](03)	[06]	Authorized	Regulation	1003(3) - Regulation - Delegation of Airworthiness Authority within a Design Organization holding Type Airworthiness management responsibilities	Delegation of the Airworthiness Authority to approve changes to the ADS within a DO shall be by SQEP in nominated posts, in the form of a Letter of Appointment (LoA)[12]. [12] Where the Air System is Civilian-Owned, ownership of regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model for Type Airworthiness (TAw) management; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems.	Yes
1003[06](03)033	[06]	Authorized	AMC	1003(3).33 - AMC - Airworthiness Authority	For Civilian-Owned or Civilian Operated Air Systems the Air System Sponsor[13] can delegate TAw responsibility between the TAA and a TAM, the TAA should provide advice to the Sponsor on the most appropriate delegation of responsibilities. [13] Refer to RA 1019 - Sponsor of Military Registered Civilian-Owned and Civilian Operated Air Systems - Air Safety Responsibilities.	No
1003[06](03)034	[06]	Authorized	AMC	1003(3).34 - AMC - Airworthiness Authority	The authority to approve changes to the ADS, granted to individuals through the issue of LoAs, should be delegated to the TAM.	No
1003[06](03)035	[06]	Authorized	AMC	1003(3).35 - AMC - Delegation principles	A clear, unbroken chain of delegation from the Sponsor to the respective TAM should exist: a. LoAs should contain, as a minimum, the Airworthiness Authorities detailed in RA 1015[14]. b. Subordinate DO staff requiring LoAs should receive such delegation directly from the respective TAM. [14] Refer to RA 1015 – Type Airworthiness management – Roles and Responsibilities.	No
1003[06](03)036	[06]	Authorized	AMC	1003(3).36 - AMC - Delegation principles	LoAs should: a. Only be issued by the Sponsor to the TAM, and sub-delegated from the TAM where required. b. Only be granted to competent individuals meeting established criteria to be SQEP, as detailed below. c. Be in the form of a letter personal to the individual receiving it; they should not be transferred between individuals. d. Be of an unambiguous scope and be consistent with other delegations to prevent omissions or duplication. e. Be accepted formally in writing by the recipient; LoAs should only be accepted when the recipient has made an assessment that the responsibilities and authorities delegated can be discharged within the resource that has been allocated.	No
1003[06](03)037	[06]	Authorized	AMC	1003(3).37 - AMC - Delegation principles	Copies of all LoAs, received and issued, should be retained for no less than 5 years beyond the active life of the Air System type or equipment. Scanned copies held electronically are permitted.	Yes
1003[06](03)038	[06]	Authorized	AMC	1003(3).38 - AMC - Delegations	TAMs requiring delegation of Airworthiness Authority should apply to the Sponsor. If content the Sponsor should apply to the MAA for endorsement[4] of the TAM's suitability to hold a LoA, using the process detailed in MAA03[5]. The applicant should not be awarded a LoA before their LoE is received. [4] Once satisfied, the MAA is to issue a personal Letter of Endorsement (LoE) recognizing the suitability of the applicant. [5] Refer to MAA03: Military Aviation Authority Regulatory Processes.	No
1003[06](03)039	[06]	Authorized	AMC	1003(3).39 - AMC - Delegations	The TAM should identify those posts within their AoR that require LoAs. These posts should be limited to those that require authority to alter the ADS without reference to higher authority.	No

1003[06](03)040	[06]	Authorized	AMC	1003(3).40 - AMC - Delegations	When sub-delegating LoAs, the TAM has discretion over the nature and extent of delegation, under the following constraints: a. LoAs delegating the authority to amend the ADS should only be issued to individuals who have successfully completed the AMAC – either at Practitioner (AMAC-P) level or Fundamentals (AMAC-F) level, including passing the course assessment. b. The TAM should assess the competency and knowledge of all staff requiring delegation using an auditable, evidence-based process and determine which the more appropriate course is for the individual, considering the scope of their delegation. The AMAC-P is considered to be the preferred course for LoA holders at OF3 level (or equivalent) and above. The AMAC-F is considered a suitable course for LoA holders below OF3 (or equivalent). c. When issuing the LoA, the TAM should specify any limitations applicable to the delegation and the LoA holder should be made aware of the boundaries within which they are permitted to operate.	No
1003[06](03)041	[06]	Authorized	AMC	1003(3).41 - AMC - Delegations	All LoA holders should meet the relevant minimum SQEP criteria, as contained in Table 2 below, with the following notes: a. Where Air System Type Specific Managers' Courses are not available, an appropriate level of technical familiarization should be achieved for each Air System type. This should be recorded in the relevant LoA and LoE. [8] Refer to RA 1002 – Airworthiness Competent Persons.	No
1003[06](03)042	[06]	Authorized	AMC	1003(3).42 - AMC - Delegations	TAMs should be assessed as at least "Practitioner" level across ACS001, ACS201, ACS301 (excluding ACS301/06) and ACS401 in the Airworthiness Competence Set (available on the MAA's websites[9]) before receiving their LoAA. [9] https://www.gov.uk/government/publications/letter-of-endorsement-loe-airworthiness-competence.	No
1003[06](03)043	[06]	Authorized	AMC	1003(3).43 - AMC - Review of delegations	All LoAs should be reviewed by the issuer at least annually.	No
1003[06](03)044	[06]	Authorized	AMC	1003(3).44 - AMC - Review of delegations	When the issuer of a LoA departs their post, all LoAs issued by that individual should remain valid for a maximum period of 3 months from when their replacement receives their own LoA. During this period, all sub-delegations should be reviewed and renewed as appropriate by the new incumbent.	No
1003[06](03)045	[06]	Authorized	AMC	1003(3).45 - AMC - Review of delegations	Reviews should ensure that: a. The functional responsibility and, where appropriate, authority being delegated remains appropriate. b. The content and references in the LoA remain up to date.	No
1003[06](03)046	[06]	Authorized	AMC	1003(3).46 - AMC - Training	Sponsors, TAMs, and LoA holders should comply with the Air Safety Training requirements detailed in RA 1440[6]. [6] Refer to RA 1440 – Air Safety Training.	No
1003[06](03)047	[06]	Authorized	AMC	1003(3).47 - AMC - Training	Non-compliance for industry posts should be accepted by the applicable AM, where appropriate, and endorsed by the MAA[5] as part of the relevant organizational approval process. Details of all non-compliances should be provided to the Operating Duty Holderor Accountable Manager (Military Flying) for inclusion in their Air System Safety Case, managed via the Air Safety Management System. [5] Refer to MAA03: Military Aviation Authority Regulatory Processes.	No
1003[06](03)048	[06]	Authorized	GM	1003(3).48 - GM - Delegation of Airworthiness Authority within a Design Organization holding Type Airworthiness management responsibilities	The content of the ADS is detailed in RA 1310(1)[15]. For clarification, SI(T)s, regulated by RA 5405[11], are considered to be part of the ADS when they direct on Aircraft work. The issue of such SI(T)s can therefore only be authorized by a LoAA or LoA holder. This is a delegable function in accordance with (iaw) RA 1163[16] and a non-delegable function iaw RA 1162[17]. [11] Refer to RA 5405 – Special Instructions (Technical). [15] Refer to RA 1310(1): The Air System Document Set. [16] Refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. [17] Refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems.	Guidance
1003[06](03)049	[06]	Authorized	GM	1003(3).49 - GM - Delegation of Airworthiness Authority within a Design Organization holding Type Airworthiness management responsibilities	The simplicity of a single TAM within an MAA approved DO is highly preferable but, where multiple Air System types are supported by a single DO, additional TAMs may be appointed for each Air System type.	Guidance
1003[06](03)050	[06]	Authorized	GM	1003(3).50 - GM - Delegation of Airworthiness Authority within a Design Organization holding Type Airworthiness management responsibilities	Although not contained in the currently mandated SQEP criteria, relevant Air System Maintenance experience in the Forward air domain can be extremely valuable to an individual in exercising Airworthiness Authority. When sub-delegating LoAs to DO staff who do not have such experience, the TAM may wish to take measures to ensure that such staff have access to suitable advice. Appropriate measures may include (but are not limited to) ensuring suitably experienced individuals are employed in support of the LoA holder.	Guidance
1003[06](03)051	[06]	Authorized	GM	1003(3).51 - GM - Training course validities	Training course validities are prescribed to ensure that individuals are kept as up-to-date as possible with latest legal, policy, regulatory, best practise direction available. It is the responsibility of individuals and their chain of command to ensure the individuals remain in-date for all applicable training courses.	Guidance
1003[06](03)052	[06]	Authorized	GM	1003(3).52 - GM - Training course validities	Once an individual goes beyond a course validity timeframe (ie AMAC-P validity is 5 years) the individual is no longer deemed to be SQEP and becomes ineligible to hold an LoA. Training course validities are not related to individuals remaining in a specific [type of] post (ie an individual can successfully complete the AMAC-P, then change posts away from Airworthiness (eg into a Finance post), then return to an Airworthiness post, and (if still within the course validity of 5 years) still be deemed as SQEP for AMAC-P).	Guidance

1005[09]	[09]	Authorized	RA	1005 - RA (Issue 9) - Contracting with Competent Organizations	Organizations within the Defence Air Environment (DAE) may be contracted[1] to carry out specified Type and Continuing Airworthiness management, Contractor Flying, and Air Traffic Management Equipment activities. Not having competent organizations contracted to carry out these activities may result in a compromised level of Air Safety. To assure the Secretary of State for Defence that organizations contracted to provide Air Safety related products and services to the UK MOD are competent to do so, the MAA provides a number of approval schemes. Moreover, correctly contracting to the MAA Regulatory Publications (MRP) is of vital importance to ensure the latest regulatory standards and practices are adhered to. [1] Contracting includes other arrangements such as: Internal Business Agreements, Joint Business Agreements, Service Level Agreements, Foreign Military Sales agreements, etc.	Yes
1005[09](01)	[09]	Authorized	Regulation	1005(1) - Regulation - General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	Yes
1005[09](01)001	[09]	Authorized	AMC	1005(1).1 - AMC - General Principles	Contracts should be let against the latest issue of each applicable Regulatory Article and/or other MRP. The contract should allow provision for: a. The contracted organization to support on-site access for the MAA or its appointed agents to undertake oversight and assurance activities. b. Changes in the MRP to be addressed through contract amendment.	Yes
1005[09](01)002	[09]	Authorized	AMC	1005(1).2 - AMC - General Principles	Air safety risk assessments should be conducted by the contracting organization to assess the effects of changes in the MRP when they occur, and an auditable trail of risk management should be maintained.	Yes
1005[09](01)003	[09]	Authorized	AMC	1005(1).3 - AMC - General Principles	Where an MAA approval scheme exists and activity falls within its scope, the approval scheme should be contracted to.	Yes
1005[09](01)004	[09]	Authorized	AMC	1005(1).4 - AMC - General Principles	Where the contracted organization is required to hold but has yet to gain MAA approval the contracting organization should: a. Have a contracted route to achieving approval. b. Ensure that an application has been submitted to the MAA for assessment against the relevant scheme.	Yes
1005[09](01)005	[09]	Authorized	AMC	1005(1).5 - AMC - General Principles	Where no MAA approval scheme exists, or activity is beyond the scope of the MAA approval scheme, the contracting organization should assure themselves of the competency of the contracted organization and record their decision-making process and assumptions. Any associated Risk to Life should be communicated to and addressed by the appropriate Aviation Duty Holder (ADH) or Accountable Manager.	Yes
1005[09](01)006	[09]	Authorized	AMC	1005(1).6 - AMC - General Principles	The MOD may contract with intermediate organizations, which do not hold an MAA approval, to manage or deliver products or services; in these cases the organization performing the activity that is covered by an MAA approval scheme should hold the relevant MAA approval, noting the requirements of paragraphs 4 and 5. The intermediate organization should flow down MRP regulations that are relevant to the organization performing the activity.	No
1005[09](01)007	[09]	Authorized	AMC	1005(1).7 - AMC - General Principles	The contracted organization should have a nationally accredited Quality Management System (QMS) with an appropriate scope for the contracted activity (eg ISO 9001 and AS 9100, accredited by the UK Accreditation Service).	Yes
1005[09](01)008	[09]	Authorized	AMC	1005(1).8 - AMC - General Principles	If a Type Airworthiness Authority (TAA)[2] wishes to contract with an organization that does not hold an appropriate Airworthiness organizational approval from the MAA but instead holds a relevant Airworthiness organizational approval from a foreign Military Airworthiness Authority, they should check if that foreign Regulator is currently Recognized3 by the MAA[4]. [2] Where the Air System is Civilian-Owned, ownership of regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model for Type Airworthiness (TAw) management; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA. [4] This information is available from the following MAA webpage (https://www.gov.uk/government/publications/maa-recognition) and additional guidance can be obtained from the Defence Equipment & Support (DE&S) Airworthiness Team.	No
1005[09](01)009	[09]	Authorized	AMC	1005(1).9 - AMC - General Principles	If this Recognition, the scope of which includes the type of organizational approval required, does exist, the TAA should submit a request for Alternative AMC (AAMC) to utilize the organizational approval from the foreign Military Airworthiness Authority. A contract should only be awarded if this AAMC has been approved by the MAA.	No
1005[09](01)010	[09]	Authorized	AMC	1005(1).10 - AMC - General Principles	If a Recognition with the required scope does not exist, the TAA should approach the MAA[5] to request the undertaking of Recognition activity with the foreign Military Airworthiness Authority. This request should include a clearly articulated Business Need that details the TAA's understanding of the applicability of the other Military Airworthiness Authority's organizational approval. The Business Need should also contain details of the expected duration of use of that organizational approval and the TAA's intended actions if that foreign Military Airworthiness Authority approval be withdrawn or the MAA Recognition expires. [5] Contact via DSA-MAA-MRPEnquiries@mod.gov.uk.	No
1005[09](01)011	[09]	Authorized	AMC	1005(1).11 - AMC - General Principles	Contracting organizations should ensure that the responsibilities for the appropriate development, management, upkeep of, or contribution to, the Air System Safety Case[6] are clearly articulated and contracted for. [6] Refer to RA 1205 – Air System Safety Cases.	Yes
1005[09](01)012	[09]	Authorized	GM	1005(1).12 - GM - General Principles	The MAA or its appointed agents will assess the suitability of a contractor's personnel, processes and facilities to conduct their contracted activities for inclusion in the relevant MAA approval scheme. Approval will only be granted following a successful assessment by the MAA.	Guidance
1005[09](01)013	[09]	Authorized	GM	1005(1).13 - GM - General Principles	Contracting organizations are advised to engage with the MAA at the earliest opportunity because the time required to gain an MAA approval can vary considerably. Contributing factors can include: the scope of the activity, the familiarity of the contracted organization with the MRP, the quality of the evidence submitted to the MAA and MAA workload and priorities.	Guidance

1005[09](01)014	[09]	Authorized	GM	1005(1).14 - GM - General Principles	Recognition is a process by which the MAA can make an informed and auditable judgement on the extent to which the Airworthiness outputs of a foreign Military Airworthiness Authority could be accepted for use within the MRP. Airworthiness outputs, including Airworthiness organizational approvals, from a Recognized foreign Military Airworthiness Authority are not automatically accepted by the MAA. TAAs will need to assure themselves that they understand the source, scope and applicability of any such Airworthiness output before submitting the AAMC.	Guidance
1005[09](01)015	[09]	Authorized	GM	1005(1).15 - GM - General Principles	Costs of periodic MAA assurance activities cannot be recovered from the MAA.	Guidance
1005[09](02)	[09]	Authorized	Regulation	1005(2) - Regulation - Design Organizations	For the procurement of Air Systems (including their Products, Parts and Appliances), Airborne Equipment[7], Air Launched Weapons[7] (ALW), Taw management and Post-Design Services (PDS), the contracting organization shall only contract with a competent Design Organization (DO). [7] As defined in MAA02: Military Aviation Authority Master Glossary.	Yes
1005[09](02)017	[09]	Authorized	AMC	1005(2).17 - AMC - Design Organizations	The DO should be approved under the Design Approved Organization Scheme (DAOS)[8]. [8] Refer to RA 5850 – Military Design Approved Organization (MRP Part 21 Subpart J).	Yes
1005[09](02)018	[09]	Authorized	AMC	1005(2).18 - AMC - Design Organizations	Any requirement for TAw management should be approved specifically under the TAw Management Supplement[9] and only be undertaken within an Air System Co-ordinating DO. [9] The Taw Management Supplement is available on the MAA websites.	Yes
1005[09](02)019	[09]	Authorized	GM	1005(2).19 - GM - Design Organizations	Where a DO holds a European Aviation Safety Agency (EASA) / Civil Aviation Authority (CAA) Part 21 Subpart J approval, the EASA / CAA approved DO Handbook (DOH) may be submitted together with supporting evidence addressing the differences in regulation. As these are not insignificant, DOs are advised to seek guidance from the MAA DAOS Branch as early as possible to assist with the regulatory differences and advising the documentary evidence needed to demonstrate compliance[10]. The Approved DOH and agreed supporting evidence may be considered as acceptable to support the organization's application for inclusion in the DAOS. [10] Refer to MAA03: Military Aviation Authority Regulatory Processes.	Guidance
1005[09](02)020	[09]	Authorized	GM	1005(2).20 - GM - Design Organizations	There are cases where DAOS is not required, specifically: a. For PDS contracts, where the proposed design element of such contracts is limited to holding engineering drawings of equipment or where changes to legacy equipment configuration are not anticipated. If design changes are subsequently required, DAOS approval must be sought[8]. b. For equipment contracts involving manufacture and supply, where there is no change to the original design produced by a DAOS approved organization. If design changes are subsequently required these will be referred back to the original designer. [8] Refer to RA 5850 – Military Design Approved Organization (MRP Part 21 Subpart J).	Guidance
1005[09](03)	[09]	Authorized	Regulation	1005(3) - Regulation - Maintenance Organizations	For the maintenance of Air Systems (including their products, parts and appliances) and Air Launched Weapons[7], the contracting organization shall only contract with competent maintenance organizations. [7] As defined in MAA02 – Military Aviation Authority Master Glossary.	Yes
1005[09](03)021	[09]	Authorized	AMC	1005(3).21 - AMC - Maintenance Organizations	For all Contractor-run on-aircraft maintenance, and for Contractor-run off-aircraft maintenance that is carried out on UK Government Property[7], contracting organizations should only contract with maintenance organizations approved under the Maintenance Approved Organization Scheme (MAOS). [7] As defined in MAA02: Military Aviation Authority Master Glossary.	Yes
1005[09](03)022	[09]	Authorized	AMC	1005(3).22 - AMC - Maintenance Organizations	MAOS approval should be achieved by demonstration of full compliance with MRP Part 145.	Yes
1005[09](03)023	[09]	Authorized	AMC	1005(3).23 - AMC - Maintenance Organizations	For maintenance activities out of the scope of MAOS, the contracting organization should refer to paragraph 5.	Yes
1005[09](03)024	[09]	Authorized	GM	1005(3).24 - GM - Maintenance Organizations	Contractor-run off-aircraft maintenance carried out off UK Government Property is beyond the scope of MAOS.	Guidance
1005[09](03)025	[09]	Authorized	GM	1005(3).25 - GM - Maintenance Organizations	The MAA recognizes that, where on-Aircraft Maintenance activity is carried out by a civil organization accredited with the appropriate scope, approved under EASA / CAA Part 145, and where CAA oversight under CAA Civil Aviation Publication (CAP) 562 Leaflet B-40 is invoked, then the EASA / CAA Part 145 approval may meet the majority of MAOS requirements. In this case, all differences must be addressed and MAOS approval obtained as detailed in RA 4800[11]. [11] Refer to RA 4800 – General Requirements (MRP Part 145).	Guidance
1005[09](04)	[09]	Authorized	Regulation	1005(4) - Regulation - Contractor Flying Organizations	For the delivery of UK military registered Air System flying operations, the contracting organization shall only contract with competent flying organizations.	Yes
1005[09](04)026	[09]	Authorized	AMC	1005(4).26 - AMC - Contractor Flying Organizations	Contracting organizations should only contract with flying organizations that are either: a. Approved under the Contractor Flying Approved Organization Scheme[12] (CFAOS), or: b. Operating under the governance of a military Aircraft Operating Authority (AOA) and ADH. [12] Refer to RA 1028 – Contractor Flying Approved Organization Scheme - Responsibilities.	Yes
1005[09](04)027	[09]	Authorized	GM	1005(4).27 - GM - Contractor Flying Organizations	Documented systems and processes in support of other aviation operations regulatory approvals may be used and credited towards CFAOS approval, using the Contractor Flying Organization Exposition[13], to show cross-linkages. [13] Refer to RA 2501 – Contractor Flying Approved Organization Scheme.	Guidance

1005[09](04)028	[09]	Authorized	GM	1005(4).28 - GM - Contractor Flying Organizations	CFAOS organizations contracting non-UK military registered Air System support (such as for trials support or chase Aircraft) in support of CFAOS activity are responsible for ensuring that correct regulatory approvals are in place based on Air System registration. Appropriate due diligence would be expected to be enacted through the CFAOS organization's Air Safety Management System[14]. [14] Refer to RA 1200 – Air Safety Management.	Guidance
1005[09](05)	[09]	Authorized	Regulation	1005(5) - Regulation - Air Traffic Management Equipment Organizations	For the provision and/or installation of Air Traffic Management (ATM) Equipment, and/or the provision of technical services that support ATM Equipment, contracting organizations shall only contract with competent ATM Equipment Organizations.	No
1005[09](05)029	[09]	Authorized	AMC	1005(5).29 - AMC - Air Traffic Management Equipment Organizations	Contracting organizations should only contract with ATM Equipment organizations approved under the ATM Equipment Approved Organization Scheme (AAOS)15 when contracting for the provision and / or installation of ATM Equipment, and / or the provision of technical services that support ATM Equipment. [15] Refer to RA 1027 – Air Traffic Management (ATM) Equipment Organizations - Responsibilities of Contracted Organizations.	No
1005[09](05)030	[09]	Authorized	GM	1005(5).30 - GM - Air Traffic Management Equipment Organizations	Nil.	Guidance
1006[04]	[04]	Authorized	RA	1006 - RA (Issue 4) - Delegation of Engineering Authorizations	Engineering authorizations are required to permit competent staff to manage, supervise and undertake a range of Air System and Air System component Maintenance and Continuing Airworthiness (CAw) management activities within the Defence Air Environment. An Air System's Airworthiness could be compromised without the use of a robust, auditable system of cascaded engineering authorizations that formally prescribes the Maintenance and CAw management activities an individual can undertake. This RA requires that each engineering authorization is granted to competent Maintenance and Continuing Airworthiness Management Organization (CAMO) staff, which can be traced back to an individual holding executive responsibility for Airworthiness.	Yes
1006[04](01)	[04]	Authorized	Regulation	1006(1) - Regulation - Delegation of Engineering Authorizations	Engineering authorizations shall be cascaded by competent and authorized individuals in an auditable manner, originating from individuals holding posts with executive responsibility for Airworthiness.	Yes
1006[04](01)001	[04]	Authorized	AMC	1006(1).1 - AMC - Delegation of Engineering Authorizations	Within Military Maintenance Organizations (MMOs)[1] and Military CAMOs the Manual of Airworthiness Maintenance – Processes (MAM-P) authorization system should be used. [1] The term MMO is used to describe military-run organizations that conduct Maintenance on Air Systems, Air System equipment and/or Air System components. This term does not include those contractor-run organizations that require approval under MRP Part 145; such organizations are known as Approved Maintenance Organizations (AMOs).	No
1006[04](01)002	[04]	Authorized	AMC	1006(1).2 - AMC - Delegation of Engineering Authorizations	The identification of "appointed Level K" and "appointed Level J" posts should only be made by an individual with executive responsibility for Airworthiness, defined for the purpose of this Regulation as one of the following: a. For Defence Equipment and Support (DE&S) and Command engineering posts: The Chief Air Engineer (CAE) to the relevant Operating Duty Holder (ODH), on behalf of the ODH[2]. b. For Defence Accident Investigation Branch (DAIB) (Air) posts: Director (Technical) MAA, limited to those personnel within the DAIB (Air) who require MAM-P authorizations in the course of their investigations. [2] Refer to RA 1023 – Chief Air Engineers – Air Safety Responsibilities.	No
1006[04](01)003	[04]	Authorized	AMC	1006(1).3 - AMC - Delegation of Engineering Authorizations	Appointed Level K and appointed Level J posts should be identified in a manner that is auditable, for example, in mid-level orders. When publishing this information, any restrictions imposed on the scope of authorization associated with the post should be detailed.	No
1006[04](01)004	[04]	Authorized	AMC	1006(1).4 - AMC - Delegation of Engineering Authorizations	The individual identifying appointed Level K and appointed Level J posts should ensure that personnel filling such positions are competent to do so and are therefore granted appropriate engineering authorizations on appointment.	No
1006[04](01)005	[04]	Authorized	AMC	1006(1).5 - AMC - Delegation of Engineering Authorizations	In order to ensure that the Aviation Duty Holder (ADH) is cognisant of the risk they hold, engineering authorizations which enable the holder to defer Maintenance should only be granted by individuals within that ADH's Area of Responsibility unless agreement to do so has been received from the relevant ADH's Military Continuing Airworthiness Manager (Mil CAM). Where such authorizations are granted to individuals that operate across ADH boundaries, all affected ADHs, through their Mil CAM, should formally agree to the extent of authorization granted.	Yes
1006[04](01)006	[04]	Authorized	AMC	1006(1).6 - AMC - Delegation of Engineering Authorizations	While contractors may hold Level K and Level J authorizations, the authorizations "appointed Level K" and "appointed Level J" should only be granted to Crown Servants.	No
1006[04](01)007	[04]	Authorized	AMC	1006(1).7 - AMC - Delegation of Engineering Authorizations	Level K, Level J, Level H or Level G authorizations may be granted to contractors subject to the relevant requirements[3], which includes the requirement for an individual's competency to be assessed prior to them receiving an authorization. In addition, the following criteria apply: a. The scope of authorizations granted should be restricted to permit only those activities that the respective ADH requires the contractor to undertake. b. A list of the names of those contractors holding authorizations allowing Maintenance and/or flight servicing activities to be waived or deferred should be maintained in an auditable manner. [3] Refer to RA 4806(5): Personnel Competences and Authorization (MRP 145.A.30(e)).	No

1006[04](01)008	[04]	Authorized	GM	1006(1).8 - GM - Delegation of Engineering Authorizations	This Regulation must be read in conjunction with other applicable MRP requirements[4] concerning the assessment of competence and the recording and distribution of engineering authorizations. Although this Regulation includes content on the granting of authority to defer Maintenance, the granting of such authority through a Letter of Airworthiness Authority is outside the scope of this Regulation and exempt from its requirements. [4] Refer to RA 1002 – Airworthiness Competent Persons; RA 4806 – Personnel Requirements (MRP 145.A.30); and RA 4807 – Certifying Staff and Support Staff (MRP 145.A.35).	Guidance
1006[04](01)009	[04]	Authorized	GM	1006(1).9 - GM - Delegation of Engineering Authorizations	The Maintenance and CAw management engineering authorization system breaks individual authorizations into Authority Levels with authorizations granted by holders of specific Level K or Level J authorizations. The appointed Level K and appointed Level J authorizations grant the holder the full range of authorizations within that respective Authority Level, except where specific restrictions have been imposed.	Guidance
1006[04](01)010	[04]	Authorized	GM	1006(1).10 - GM - Delegation of Engineering Authorizations	As detailed in this Regulation, engineering authorizations are normally cascaded from the appointed Level K or appointed Level J. However, by virtue of holding executive responsibility for Airworthiness, the individuals described in Paragraph 2 of this Regulation may also grant an individual any subordinate authorization[3]. This satisfies those occasions where there is no appointed Level K in the authorization chain. [3] Refer to RA 4806(5): Personnel Competences and Authorization (MRP 145.A.30(e)).	Guidance
1006[04](01)011	[04]	Authorized	GM	1006(1).11 - GM - Delegation of Engineering Authorizations	In relation to Paragraph 5, the term 'authorizations which enable the holder to defer Maintenance' includes those that permit the holder to defer corrective Maintenance and extend scheduled Maintenance.	Guidance
1006[04](01)012	[04]	Authorized	GM	1006(1).12 - GM - Military CAMOs and Part M Authorizations	Military CAMOs are to use Part M authorizations in accordance with (iaw) RA 4945(3)[5]. [5] Refer to RA 4945(3): Personnel Competence and MRP Part M Authorization.	Guidance
1006[04](01)013	[04]	Authorized	GM	1006(1).13 - GM - Authority Level K and Level J on deployed and embarked operations	In order to provide adequate management of Maintenance activities, ADHs may wish to establish engineering posts that hold a range of Level K and/or Level J authorizations in a particular Operational Theatre or for embarked operations. This is permitted provided that the delegation principles detailed in this Regulation are met. Where such posts require authority over Air System types belonging to multiple ADHs, particular attention must be given to the requirements at Paragraph 5.	Guidance
1006[04](01)014	[04]	Authorized	GM	1006(1).14 - GM - Use of MAM-P engineering authorizations by contractors	While the use of the MAM-P engineering authorization system is required for MMOs, AMOs and contracted CAMOs may utilize an alternative system of granting engineering authorizations, subject to meeting the requirements of both MRP Part 145 and Part M.	Guidance
1006[04](01)015	[04]	Authorized	GM	1006(1).15 - GM - Use of MAM-P engineering authorizations by contractors	Where the MAM-P engineering authorization system is adopted by an AMO or contracted CAMO as a framework for cascading engineering authorizations, the organization will be able to propose that a nominated individual (normally the Quality Manager[6]) holds a limited range of Authority Level K and/or Authority Level J authorizations using the MAA MAOS CAMO Form 4 process[7]. However, the scope of such authorization will be limited to the minimum MAM-P engineering authorizations necessary to enable the organization to undertake the scope of Maintenance for which it has been approved for, within the constraints of MRP Part 145 and Part M. [6] Refer to RA 4807(9): Responsibility for Issuing Certification Authorization (MRP 145.A.35(i)). [7] Refer to RA 4806 – Personnel Requirements (MRP 145.A.30).	Guidance
1006[04](01)016	[04]	Authorized	GM	1006(1).16 - GM - Use of MAM-P engineering authorizations by contractors	Where an ADH CAE or Mil CAM identifies the need for a contractor to hold authorizations in addition to those that have been allowed through MAA approval of a contractor-run Maintenance organization's authorization system, contractors may be granted such authorizations in accordance with this Regulation and RA 4806[7]. [7] Refer to RA 4806 – Personnel Requirements (MRP 145.A.30).	Guidance
1006[04](01)017	[04]	Authorized	GM	1006(1).17 - GM - Use of MAM-P engineering authorizations by contractors	When granting MAM-P engineering authorizations to contractors, it is important to understand that the full scope of privileges available in the authorization system may not be appropriate, in particular those authorizations providing engineering managers latitude to waive or defer Maintenance. Many of these activities are either unlikely to be necessary in an AMO, or it may be more suitable for them to be controlled by a Crown Servant.	Guidance
1010[04]	[04]	Authorized	RA Rationale	1010 - RA (Issue 4) - Head of Establishment - Aviation Responsibilities	The Head of Establishment (HoE[1]) is responsible for providing a Safe Operating Environment (SOE) for Air Systems in order to meet their Aviation Duty Holder-Facing / Accountable Manager (Military Flying) Facing (AA-Facing Organizations) responsibilities[2] . Failure to provide a SOE could present Hazards that introduce new or increased Risk to Life (RtL) into an Aviation Duty Holder's (ADH's) / Accountable Manager's (Military Flying) (AM(MF)'s) operation, which is likely to affect their Air System Safety Case (ASSC)[3] . This RA defines the classification tiers a HoE will comply with to ensure that the correct regulatory framework is applied and that they meet their legal duty of care responsibilities in supporting aviation activities. In addition, this RA also ensures that ADHs / AM(MF)s assess the suitability of all MOD and non-MOD establishments used by Air Systems for which they have a responsibility for RtL [1] Refer to MAA02 – MAA Master Glossary. Note that the MAA02 definition of HoE requires all MOD establishments to have a HoE and, for the context of this regulation, where a Defence Contractor Flying Organization is also the operator of an unlicensed non-MOD Aerodrome then by definition a HoE will be in place. Additionally, the term HoE also includes Commanding Officers of aviation capable His Majesty's (HM) / MOD Ships. [2]Refer to RA 1032 – Aviation Duty Holder Facing Organizations and Accountable Manager (Military Flying) Facing Organizations – Roles and Responsibilities. [3] Refer to RA 1205 – Air System Safety Cases.	No
1010[04](00)001	[04]	Authorized	Definitions	Definitions relevant to this RA	1. SOE. An environment within which any Aircraft operating in the air or on the ground is not exposed to undue Hazards, danger or Risk of harm. A SOE will be achieved through appropriate and effective management of factors within and influencing the environment such as airspace, Aircraft operating surfaces, infrastructure, facilities, personnel, equipment, procedures and services.	No
1010[04](01)	[04]	Authorized	Regulation	1010(1) - Regulation - Classification Tier of Establishment	1010(1) The HoE shall determine the classification tier of their establishment in accordance with (iaw) the aviation activity that is undertaken.	No

1010[04](01)002	[04]	Authorized	AMC	1010(1).2 - AMC - Classification Tier of Establishment	2. Any MOD Aerodrome, or unlicensed non-MOD Aerodrome[4] where permanently based ADH / AM(MF) aviation activity is undertaken, or HM Aircraft Carrier, should be classified as a Tier Establishment. [4] In the context of this RA, unlicensed non-MOD aerodromes includes Heliports and Helicopter Landing Sites (HLS) and in addition, refer to RA 1010(1) paragraph 9.	No
1010[04](01)003	[04]	Authorized	AMC	1010(1).3 - AMC - Classification Tier of Establishment	3. Any MOD Aerodrome, except a Temporary Landing Zone (TLZ), used for casual ADH / AM(MF) Fixed-Wing (FW) aviation activity and / or where recreational flying[5] is the primary activity should be classified as a Tier 2 Establishment. Note: If also used for casual ADH / AM(MF) Rotary Wing (RW) aviation activity, Tier 3 requirements should also be complied with. [5] In the context of this RA, recreational flying is considered to be flight in privately-owned civil registered Aircraft, such as at flying clubs, etc, operated by civilian personnel or MOD personnel outwith their MOD duties.	No
1010[04](01)004	[04]	Authorized	AMC	1010(1).4 - AMC - Classification Tier of Establishment	4. Any MOD Aerodrome (including HLS) or aviation capable[6] HM / MOD Ship that is only used for casual ADH / AM(MF) RW aviation activity should be classified as a Tier 3 Establishment. [6] Aviation capable Ships are defined as those which can be categorized as Applicability Level A, B or C in Defence Standard 00-133.	No
1010[04](01)005	[04]	Authorized	AMC	1010(1).5 - AMC - Classification Tier of Establishment	5. Any MOD establishment at which aviation activity takes place, but where the purpose of the activity or receipt of aviation service is not directly related to landing or take-off[7] should be classified as a Tier 4 Establishment. If the establishment can facilitate the landing of FW or RW Aircraft then para 3 and / or 4, whichever is applicable, should also be complied with. [7] For example, Air / Sea / Land Weapon Ranges and Electronic Warfare Ranges.	No
1010[04](01)006	[04]	Authorized	AMC	1010(1).6 - AMC - Classification Tier of Establishment	6. When a TLZ is located at an establishment iaw RA 3550[8], the ADH / AM(MF) should co-ordinate the duty of care and SOE responsibility in conjunction with the HoE[9] for the duration of the activity. The ADH / AM(MF) should also produce and record a formalized agreement for HoE approval. [8] Refer to RA 3550 – Temporary Landing Zone. [9] The HoE should retain legal accountability of the establishment; however, the ADH / AM(MF) should provide an aviation Suitably Qualified and Experienced Person (SQEP) to support.	No
1010[04](01)007	[04]	Authorized	AMC	1010(1).7 - AMC - Classification Tier of Establishment	7. Any MOD establishment or aviation capable HM / MOD Ship considering the use of a Remotely Piloted Air System (RPAS) as the only activity, should consult the MAA[10] to discuss the regulatory requirements with regards to the provision of a SOE. [10] Via DSA-MAA-MRPEnquiries@mod.gov.uk	No
1010[04](01)008	[04]	Authorized	AMC	1010(1).8 - AMC - Classification Tier of Establishment	8. This Regulation also applies to any MOD Aerodrome at which operations involve only civil registered Aircraft that are being used for MOD activity. Where this is applicable, the HoE should consult the MAA[10] to confirm the appropriate classification tier.	No
1010[04](01)009	[04]	Authorized	AMC	1010(1).9 - AMC - Classification Tier of Establishment	9. For non-MOD Aerodromes, this RA should only apply to those that are operated by, or are the direct concern of a Contractor Flying Approved Organization Scheme (CFAOS) organization (whether owned or otherwise), or where the AM(MF) has a direct / individual responsibility (through contract or otherwise). ADH / AM(MF)s should contact the MAA for advice regarding the regulatory framework for any other unlicensed non-MOD Aerodromes where permanently based ADH / AM(MF) activity is undertaken.	No
1010[04](01)010	[04]	Authorized	AMC	1010(1).10 - AMC - Classification Tier of Establishment	10. The HoE should ensure that the classification tier for their establishment is promulgated to the relevant ADHs and / or AM(MF)s, Front Line Commands (FLC) and / or ADH-Facing / AM(MF)-Facing organizations.	No
1010[04](01)011	[04]	Authorized	GM	1010(1).11 - GM - Classification Tier of Establishment	11. If required, the HoE can refer to Annex A, Figure 1 to assist in determining the appropriate classification tier of their establishment.	Guidance
1010[04](01)012	[04]	Authorized	GM	1010(1).12 - GM - Classification Tier of Establishment	12. RA 1010(1-5) does not apply to any Aerodrome, including Heliports and HLS that is licensed or certified by another recognized body (such as the UK Civil Aviation Authority (CAA), European Union Aviation Safety Agency (EASA), Federal Aviation Administration (FAA) etc).	Guidance
1010[04](02)	[04]	Authorized	Regulation	1010(2) - Regulation - Head of Establishment - Aviation Responsibilities for all Tiers	1010(2) The HoE shall provide a SOE to support aviation activity that is reliant on the aviation services provided by the establishment.	No
1010[04](02)013	[04]	Authorized	AMC	1010(2).13 - AMC - Head of Establishment - Aviation Responsibilities for all Tiers	13. Prior to appointment, and iaw the classification tier of their establishment, the HoE should complete: a. The Duty Holders Air Safety Course[11], or the Contractor Flying Air Safety Course[11], whichever is applicable (Tier 1 and Tier 2 Establishments only). b. The Aerodrome Operators Study Period[12] (Tier 3 and Tier 4 Establishments only[13]. [11] Refer to RA 1440 – Air Safety Training. [12] Or Royal Navy equivalent. [13] Applicable only if arrived in post after June 2022 when AOSP was implemented but, this does not preclude a HoE that falls outside this bracket from attending.	No

1010[04](02)014	[04]	Authorized	AMC	1010(2).14 - AMC - Head of Establishment - Aviation Responsibilities for all Tiers	14. The HoE should ensure: a. They have an effective knowledge and understanding of the MAA Regulatory Publications (MRP) that prescribe relevant Safety standards, practices and the principles of Risk Management. In addition, the HoE should know how they are applied and understand the importance of maintaining effective relationships with all relevant stakeholders at their establishment. b. An Air Safety Management System is established and maintained iaw RA 1200[14]. c. Assurance is conducted to provide evidence to the ADH / AM(MF) that a SOE is in place and being maintained, in support of the ADH / AM(MF) ASSCs[3]. d. Alternate safe operating practices are in place when / where aviation activity occurs at establishments that do not require an Aerodrome Operator (AO) or Aerodrome Supervisor (Recreational Flying) (AS(RF)). 14 Refer to RA 1200 – Air Safety Management.	No
1010[04](02)015	[04]	Authorized	AMC	1010(2).15 - AMC - Head of Establishment - Aviation Responsibilities for all Tiers	15. Before approving civil RPAS activity at their establishment the HoE[1] should be content that the security and safety Risks relating to the proposed activity have been assessed, that there are appropriate controls in place and that the RPAS operator has any necessary CAA Operational Authorization, Flyer Identification (ID) and Operator ID[15]. [15] Refer to 'The Drone and Model Aircraft Code' on the CAA website (https://register-drones.caa.co.uk/drone-code) for further details on Flier ID and Operator ID and CAP 722 – Unmanned Aircraft System Operations in UK Airspace – Policy and Guidance.	No
1010[04](02)016	[04]	Authorized	AMC	1010(2).16 - AMC - Head of Establishment - Aviation Responsibilities for all Tiers	16. Prior to granting permission for civil registered, non-military Aircraft [16] to utilize their establishment, the HoE should assure themselves that the operators are compliant with the ANO or if operating overseas, the relevant national civil aviation Regulations. [16] Excluding Operations under RA 1166 - UK Civil-Registered Aircraft Utilized by the Ministry of Defence.	No
1010[04](02)017	[04]	Authorized	AMC	1010(2).17 - AMC - Head of Establishment - Aviation Responsibilities for all Tiers	17. The HoE should ensure any Modifications or work carried out within their establishment, that could affect the SOE, are conducted by an appropriate and competent organization[17] and are completed iaw the relevant regulatory and policy documents. 17 Refer to RA 1005(1): General Principles.	No
1010[04](02)018	[04]	Authorized	AMC	1010(2).18 - AMC - Head of Establishment - Aviation Responsibilities for all Tiers	18. The HoE should inform the ADH, AM(MF) and / or other Aircraft operators when a new Hazard or change is identified that might affect the provision of a SOE and where applicable, the associated ASSC[3] .	No
1010[04](02)019	[04]	Authorized	GM	1010(2).19 - GM - Head of Establishment - Aviation Responsibilities for all Tiers	19. The HoE may find useful information regarding civil flying through national governing bodies for light Aircraft, microlighting and gliding.	Guidance
1010[04](02)020	[04]	Authorized	GM	1010(2).20 - GM - Head of Establishment - Aviation Responsibilities for all Tiers	20. Detailed instructions for the use of military airfields, including any insurance requirements and charges to be raised against civil Aircraft operators, are contained in JSP 360[18]. [18] JSP 360 – Use of Military Aerodromes by Civil Aircraft.	Guidance
1010[04](03)	[04]	Authorized	Regulation	1010(3) - Regulation - Tier 1 and Tier 2 (where Recreational Flying is not the Primary Activity) Head of Establishment Responsibilities	1010(3) The HoE shall ensure an AO is appointed for all Aerodromes classified as Tier 1 and Tier 2 (where recreational flying[5] is not the primary activity) Establishments.	No
1010[04](03)021	[04]	Authorized	AMC	1010(3).21 - AMC - Tier 1 and Tier 2 (where Recreational Flying is not the Primary Activity) Head of Establishment Responsibilities	21. To ensure a SOE is provided the HoE should comply with the Regulations in Annex B[19] Table 1 or 2, whichever is applicable. [19] Commanding Officers of aviation capable HM / MOD Ships should comply with BRd 766 where the MRP (1000 or 3000 series Regulation) is not relevant.	No
1010[04](03)022	[04]	Authorized	AMC	1010(3).22 - AMC - Tier 1 and Tier 2 (where Recreational Flying is not the Primary Activity) Head of Establishment Responsibilities	22. The HoE should: a. Appoint an AO. b. Provide the nominated AO with a Letter of Authority (LoA).	No
1010[04](03)023	[04]	Authorized	AMC	1010(3).23 - AMC - Tier 1 and Tier 2 (where Recreational Flying is not the Primary Activity) Head of Establishment Responsibilities	23. At MOD Aerodromes the AO should be a Crown Servant.	No
1010[04](03)024	[04]	Authorized	AMC	1010(3).24 - AMC - Tier 1 and Tier 2 (where Recreational Flying is not the Primary Activity) Head of Establishment Responsibilities	24. At unlicensed non-MOD Aerodromes[4] the AO should be an individual of appropriate status and standing, suitably empowered and competent to execute their AO responsibilities[20]. [20] Refer to RA 1026 – Aerodrome Operator and Aerodrome Supervisor (Recreational Flying) Roles and Responsibilities.	No

1010[04](03)025	[04]	Authorized	AMC	1010(3).25 - AMC - Tier 1 and Tier 2 (where Recreational Flying is not the Primary Activity) Head of Establishment Responsibilities	25. The HoE should ensure that a Defence Aerodrome Manual (DAM) is developed and maintained by the AO[21]. [21] Refer to RA 1026(2): Aerodrome Operator Responsibilities.	No
1010[04](03)026	[04]	Authorized	GM	1010(3).26 - GM - Tier 1 and Tier 2 (where Recreational Flying is not the Primary Activity) Head of Establishment Responsibilities	26. The HoE may nominate an AO from outside their Chain of Command or Line Management, subject to the agreement of all parties concerned. In such circumstances, the HoE will ensure that the necessary authority and resources are made available to the AO.	No
1010[04](03)027	[04]	Authorized	GM	1010(3).27 - GM - Tier 1 and Tier 2 (where Recreational Flying is not the Primary Activity) Head of Establishment Responsibilities	27. The nomination of an AO at some Aerodromes will involve the overlap of HoE, ADH / AM(MF), ADH-Facing organizations, AM(MF)-Facing organizations and FLC Area of Responsibility. In these circumstances the nomination and empowerment of the appropriate individual as AO will require co-ordination and agreement between some or all of these agents, as well as the individual's chain of command.	Guidamce
1010[04](03)028	[04]	Authorized	GM	1010(3).28 - GM - Tier 1 and Tier 2 (where Recreational Flying is not the Primary Activity) Head of Establishment Responsibilities	28. The list of AO responsibilities[21] does not preclude the HoE from assigning the AO additional responsibility that supports the safe operation of Air Systems.	Guidamce
1010[04](03)029	[04]	Authorized	GM	1010(3).29 - GM - Tier 1 and Tier 2 (where Recreational Flying is not the Primary Activity) Head of Establishment Responsibilities	29. Where doubt exists regarding the compliance requirements of the Regulations in Annex B, HoEs may seek advice from the MAA[10].	Guidamce
1010[04](04)	[04]	Authorized	Regulation	1010(4) - Regulation - Tier 2 Recreational Flying Only Head of Establishment Responsibilities	1010(4) The HoE shall ensure an AS(RF) is appointed at Tier 2 Establishments where recreational flying[5] is conducted as the primary activity.	No
1010[04](04)030	[04]	Authorized	AMC	1010(4).30 - AMC - Tier 2 Recreational Flying Only Head of Establishment Responsibilities	30. To ensure a SOE is provided the HoE should comply with the Regulations in Annex B[19] Table 2[22]. [22] Where an Air Traffic Service (ATS) is provided, the ATS Regulations within Annex B Table 1 should also be complied with.	No
1010[04](04)031	[04]	Authorized	AMC	1010(4).31 - AMC - Tier 2 Recreational Flying Only Head of Establishment Responsibilities	31. The HoE should: a. Appoint an AS(RF). b. Provide the nominated AS(RF) with a LoA.	No
1010[04](04)032	[04]	Authorized	AMC	1010(4).32 - AMC - Tier 2 Recreational Flying Only Head of Establishment Responsibilities	32. The AS(RF) should be a Crown Servant	No
1010[04](04)033	[04]	Authorized	AMC	1010(4).33 - AMC - Tier 2 Recreational Flying Only Head of Establishment Responsibilities	33. The HoE should ensure that an Aerodrome Safe Operating Environment Manual (ASOEM) is developed and maintained by the AS(RF)[23]. [23] Refer to RA 1026(8): Aerodrome Supervisor (Recreational Flying) Responsibilities.	No
1010[04](04)034	[04]	Authorized	GM	1010(4).34 - GM - Tier 2 Recreational Flying Only Head of Establishment Responsibilities	34. The list of AS(RF) responsibilities[23] does not preclude HoE from assigning the AS(RF) additional responsibility that supports the safe operation of Aircraft.	Guidance
1010[04](04)035	[04]	Authorized	GM	1010(4).35 - GM - Tier 2 Recreational Flying Only Head of Establishment Responsibilities	35. Where doubt exists regarding the compliance requirements of the Regulations in Annex B, HoEs may seek advice from the MAA[10].	Guidance
1010[04](04)036	[04]	Authorized	GM	1010(4).36 - GM - Tier 2 Recreational Flying Only Head of Establishment Responsibilities	36. In lieu of appointing an AS(RF) to develop and maintain an ASOEM, the HoE may elect to appoint an AO to develop and maintain either an ASOEM or a DAM. The HoE may consult the MAA[10] as to which document would be the most appropriate.	Guidance
1010[04](05)	[04]	Authorized	Regulation	1010(5) - Regulation - Tier 3 and Tier 4 Head of Establishment Responsibilities	1010(5) The HoE shall ensure that provisions are in place to actively manage the SOE at Tier 3 and Tier 4 establishments.	No
1010[04](05)037	[04]	Authorized	AMC	1010(5).37 - AMC - Tier 3 and Tier 4 Head of Establishment Responsibilities	37. To ensure a SOE is provided the HoE should comply with the Regulations in Annex B[19] Table 3 or 4, whichever is applicable.	No
1010[04](05)038	[04]	Authorized	GM	1010(5).38 - GM - Tier 3 and Tier 4 Head of Establishment Responsibilities	38. There is no requirement to establish an AO[21] at a Tier 3 or Tier 4 Establishment but the HoE is not prevented from doing so if it is considered appropriate.	Guidance

1010[04](05)039	[04]	Authorized	GM	1010(5).39 - GM - Tier 3 and Tier 4 Head of Establishment Responsibilities	39. To assist with managing the SOE at a Tier 3 or 4 Establishment, the HoE may consider appointing a suitable individual to create and maintain an ASOEM[24]. [24] Refer to RA 1026(10): Management of an Aerodrome Safe Operating Environment Manual.	Guidance
1010[04](05)040	[04]	Authorized	GM	1010(5).40 - GM - Tier 3 and Tier 4 Head of Establishment Responsibilities	40. Where doubt exists regarding the compliance requirements of the Regulations in Annex B, HoEs may seek advice from the MAA[10] .	Guidance
1010[04](06)	[04]	Authorized	Regulation	1010(6) - Regulation - Aviation Duty Holder / Accountable Manager (Military Flying) Safe Operating Environment Responsibilities	1010(6) ADHs / AM(MF)s shall assess the suitability of any establishment and Aerodrome from which UK Military Registered Air Systems will operate.	No
1010[04](06)041	[04]	Authorized	AMC	1010(6).41 - AMC - Aviation Duty Holder / Accountable Manager (Military Flying) Safe Operating Environment Responsibilities	41. At a tiered establishment ADHs and AM(MF)s[25] should ensure via the HoE, or other relevant personnel or agencies, that a SOE is being provided[26],[27] and appropriate Assurance is taking place to support their ASSC[3]. [25] Refer to RA 3049 – Defence Contractor Flying Organization responsibilities for UK Military Air System Operating Locations. [26] Refer to RA 1020 – Aviation Duty Holder - Roles and Responsibilities. [27] Refer to RA 1024 – Accountable Manager (Military Flying).	No
1010[04](06)042	[04]	Authorized	AMC	1010(6).42 - AMC - Aviation Duty Holder / Accountable Manager (Military Flying) Safe Operating Environment Responsibilities	42. For all other establishments and Aerodromes, ADHs and AM(MF)s [25] should consider, via their respective ASSC(s), whether a SOE is being provided prior to commencing operations.	No
1010[04](06)043	[04]	Authorized	GM	1010(6).43 - GM - Aviation Duty Holder / Accountable Manager (Military Flying) Safe Operating Environment Responsibilities	43. Where an establishment or Aerodrome is licenced / certified by another regulatory body (such as EASA), ADHs / AM(MF)s may consider such licencing /certification as potential evidence towards their ASSC argument that a SOE is being provided.	Guidance
1010[04](06)044	[04]	Authorized	GM	1010(6).44 - GM - Aviation Duty Holder / Accountable Manager (Military Flying) Safe Operating Environment Responsibilities	44. ADHs / AM(MF)s may consider the creation and maintenance of a DAM[28] or ASOEM[24] at establishments or Aerodromes where one does not otherwise exist (whichever is deemed most appropriate, in order to support the ASSC[3]). [28] Refer to RA 1026(4): Management of a Defence Aerodrome Manual and Defence Aerodrome Assurance Framework.	Guidance
1011[02]	[02]	Authorized	RA	1011 - RA (Issue 2) - Military Continuing Airworthiness Manager Responsibilities	To maintain their Airworthiness, military-registered Air Systems are required to be managed by an MAA approved Military Continuing Airworthiness Management Organization (Mil CAMO)[1]. Failure to lead and manage the Mil CAMO, including any delegated responsibilities, may compromise the Airworthiness of an Air System and undermine Air Safety. RA 1011 requires a Military Continuing Airworthiness Manager[2] (Mil CAM) to be the head of the Mil CAMO and details the Mil CAM's responsibilities for managing all Continuing Airworthiness (CAw) activity for the military registered Air System(s) operated within their Area of Responsibility (AoR). [1] Refer to RA 1016 – Military Continuing Airworthiness Management. [2] Refer to RA 1020 – Aviation Duty Holder and Aviation Duty Holder-Facing Organizations - Roles and Responsibilities Para 6.	Yes
1011[02](01)	[02]	Authorized	Regulation	1011(1) - Regulation - Responsibilities of the Military Continuing Airworthiness Manager	The Mil CAM shall lead the Mil CAMO and shall retain responsibility for: a. All MRP Part M Sub Part C - CAw requirements. b. All MRP Part M Sub Part G - Mil CAMO requirements. c. All MRP Part M Sub Part I - Military Airworthiness Review Certificate (MARC) requirements. d. CAw Assurance activity as detailed elsewhere in the MRP.	Yes
1011[02](01)001	[02]	Authorized	AMC	1011(1).1 - AMC - 1011(1)a - MRP Part M Sub Part C - CAw requirements	For all Air Systems identified in the Continuing Airworthiness Management Exposition (CAME)[3] the Mil CAM should: a. Establish and sustain an Aircraft Maintenance Programme[4] to ensure all corrective and preventive Maintenance is carried out before flight. b. Utilise the data produced by a Reliability Programme[4] to maintain or improve safety and operational performance, c. Ensure all Special Instructions (Technical)[5] (SI(T)) are correctly satisfied as required by the Type Airworthiness Authority (TAA) or Commodity Delivery Team (DT). d. Ensure all Modifications and repairs[6] are correctly embodied in accordance with their Technical Instructions. e. Manage Continuing Airworthiness records[7] in order to enable the completion and assurance of Mil CAMO responsibilities[8]. [3] Refer to RA 4943 – Continuing Airworthiness Management Exposition – MRP Part M Sub Part G. [4] Refer to RA 4961 – Aircraft Maintenance Programme and Military Continuing Airworthiness Management Organization Responsibilities for Air System Release – MRP Part M Sub Part C. [5] Refer to RA 4962 – Special Instructions (Technical) – MRP Part M Sub Part C and RA 5405 – Special Instructions (Technical). [6] Refer to RA 4963 – Modifications and Repairs – MRP Part M Sub Part C. [7] Refer to RA 4964 – Continuing Airworthiness Management Records – MRP Part M Sub Part C. [8] Refer to RA 4947 – Continuing Airworthiness Management – MRP Part M Sub Part G.	No

1011[02](01)002	[02]	Authorized	AMC	1011(1).2 - AMC - 1011(1)b - MRP Part M Sub Part G - Mil CAMO requirements	The Mil CAM should manage and oversee all CAw activity conducted by the Mil CAMO including: a. The application for initial Mil CAMO approval, and thereafter monitoring its continual compliance with MRP Part M, Sub Parts C[9] and G[10]. b. Ensuring that the CAME[3] contains: all relevant platform and organization information; CAw procedures; a detailed description of its Quality System; contracted Maintenance arrangements and a comprehensiveunderstanding of its Military Airworthiness Review (Mil AR) process. c. The analysis of Mil CAMO tasks, resources and training requirements[11]. d. The assignment of responsibilities to Suitably Qualified and Experienced Persons whilst assuring their competence[11]. e. Establishing an independent Quality System to verify the efficacy of the Mil CAMO's Continuing Airworthiness processes[12]. The Quality System should also assure the standards and practices of all Maintenance activity, including the output and satisfactory completion of work packages from Maintenance organization(s), within its AoR[8]. f. Devising corrective action plans following the notification of Level 1 or 2 findings by the MAA[13]. g. Ensuring that Technical Information[14], MAA requirements or standards, and any applicable data[15] held by the Mil CAMO or Maintenance organization(s) is current, relevant, accessible and correctly maintained. h. The planning and co-ordination of all Maintenance activity[8], including the application of SI(T)s[5], and that the Mil CAMO uses a Maintenance organization with appropriately authorized personnel for all work packages and Corrective Maintenance[8]. i. Directing appropriate follow-up activity highlighted by Occurrence reports and keeping the Delivery Duty Holder (DDH)/Accountable Manager (Military Flying) AM(MF) appraised of significant Airworthiness issues[8], and exploiting technical data[16] where appropriate. j. Ensuring that the weight and moment statements of all Air Systems identified in the CAME reflect their current status[8]. k. Taking responsibility for all active Air Systems identified in their CAME, inclusive of those in storage. For the avoidance of doubt, Air Systems in storage should have a nominated Mil CAMO. l. Any tasks carried out on behalf of the Mil CAMO by other parties[17], including delegated responsibilities to a DT or commercially contracted organizations. [3] Refer to RA 4943 – Continuing Airworthiness Management Exposition – MRP Part M Sub Part G. [4] Refer to RA 4961 – Aircraft Maintenance Programme and Military Continuing Airworthiness Management Organization Responsibilities for Air System Release – MRP Part M Sub Part C. [5] Refer to RA 4962 – Special Instructions (Technical) – MRP Part M Sub Part C and RA 5405 – Special Instructions (Technical). [6] Refer to RA 4963 – Modifications and Repairs – MRP Part M Sub Part C. [7] Refer to RA 4964 – Continuing Airworthiness Management Records – MRP Part M Sub Part C.	No
1011[02](01)003	[02]	Authorized	AMC	1011(1).3 - AMC - 1011(1)b - MRP Part M Sub Part G - Mil CAMO requirements	Mil CAMs operating under the Civil Aviation Authority (CAA) oversight construct should adhere to the additional requirements: a. Ensuring that a training needs analysis has been undertaken by the TAA in relation to the differences between an European Aviation Safety Agency (EASA) Part 66 type rating and any government fitted equipment[18] fitted to its Air Systems. b. Ensuring that all MRP requirements are complied with, regarding CAw arrangements, despite the use of an approved EASA Part M Sub Part G CAMO[17],[18]. c. The establishment of robust communications between the approved EASA Part M Sub Part G CAMO and the approved Mil CAMO, including the exchange of CAMEs[18]. d. Assuring the DDH/AM(MF) that supporting Maintenance organizations hold current and relevant EASA Part 145 and MRP Part 145 approvals[18], for the scope of work carried out. e. Agreeing the application for a Rectification Interval Extension for items listed in the Minimum Equipment List[18]. [17] Refer to RA 4956 – Military Continuing Airworthiness Management Organization Tasks Performed by Other Organizations – MRP Part M Sub Part G. [18] Refer to RA 1124 – Civil Aviation Authority Oversight of Military Registered Air Systems	No
1011[02](01)004	[02]	Authorized	AMC	1011(1).4 - AMC - 1011(1)c MRP Part M Sub Part I - MARC	In order to initially establish and maintain the required level of platform Airworthiness and configuration for all Air Systems identified in the CAME, the Mil CAM should oversee and manage the Mil CAMO by: a. Ensuring all Air Systems have undergone a Baseline Military Airworthiness Review[19] before any flight within the Defence Air Environment. b. Issuing a MARC[20] following a satisfactory Mil AR with positive recommendations. c. Revoking a MARC if the Air System is believed to be not airworthy[20], is no longer required or directed to by the MAA[21]. d. Authorizing Mil AR Surveyors following an assessment of their competence and ensuring that they are referenced in the CAME[22]. e. Ensuring that the Mil AR process is documented in the CAME and contains a physical and Airworthiness records review[23]. [19] Refer to RA 4970 – Baseline Military Airworthiness Review – MRP Part M Sub Part I. [20] Refer to RA 4971 – Military Airworthiness Review and Certification – MRP Part M Sub Part I. [21] Refer to RA 4974 – Circumstances when Military Airworthiness Review Certificates become invalid – MRP Part M Sub Part I. [22] Refer to RA 4972 – Military Airworthiness Review Surveyors – MRP Part M Sub Part I. [23] Refer to RA 4973 – Military Airworthiness Review Process – MRP Part M Sub Part I.	No
1011[02](01)005	[02]	Authorized	AMC	1011(1).5 - AMC - 1011(1)c MRP Part M Sub Part I - MARC	Mil CAMs operating under the CAA-oversight construct should adhere to the additional requirement: a. Utilizing the civil Airworthiness Review as the basis for recommending a MARC[18]. [18] Refer to RA 1124 – Civil Aviation Authority Oversight of Military Registered Air Systems.	No

1011[02](01)006	[02]	Authorized	AMC	1011(1).6 - AMC - 1011(1)d - Other CAw Assurance Activity	The Mil CAM should comply with all CAw Assurance activities detailed elsewhere in the MRP.	No
1011[02](01)007	[02]	Authorized	GM	1011(1).7 - GM - Responsibilities of the Military Continuing Airworthiness Manager	This RA is not the definitive list of a Mil CAM's responsibilities and must be read in conjunction with the MRP 1000, 4000, elements of the 5000 and the entirety of the 4900 series suite of RAs concerning CAw management.	Guidance
1012[05]	[05]	Authorized	RA	1012 - RA (Issue 5) - Director General (Air) – Air Safety Responsibilities	Within Defence Equipment & Support (DE&S) Director General (Air) (DG(Air)) has been delegated an Airworthiness role, via the Chief Executive Officer (CEO), from the Secretary of State for Defence. To ensure continuity in the responsibility for the provision of safe products and Air Systems, DG(Air) is responsible for the Airworthiness delegation chain supporting the CEO.	No
1012[05](01)	[05]	Authorized	Regulation	1012(1) - Regulation - Provision of Airworthiness and Safety Assurance	DG(Air) shall provide assurance to CEO that DE&S is delivering and supporting safe and airworthy Air Systems.	No
1012[05](01)001	[05]	Authorized	AMC	1012(1).1 - AMC - Provision of Airworthiness and Safety Assurance	DG(Air) should provide Subject Matter Expert (SME) advice and assurance to CEO on Airworthiness matters and the DE&S Air Safety Management System.	No
1012[05](01)002	[05]	Authorized	AMC	1012(1).2 - AMC - Provision of Airworthiness and Safety Assurance	DG(Air) should ensure that all delegations of Airworthiness Authority within DE&S are cascaded to competent crown servants through a system of personal Letters of Airworthiness Authority (LoAAs)[1]. [1] Refer to RA 1003 – Delegation of Airworthiness Authority and Notification of Air Safety Responsibility.	No
1012[05](01)003	[05]	Authorized	AMC	1012(1).3 - AMC - Provision of Airworthiness and Safety Assurance	DG(Air) should issue LoAAs to the 2* Operating Centre Directors (OCD) containing, as a minimum, their Airworthiness responsibilities as detailed in RA 1003[1] and RA 1013[2]. [1] Refer to RA 1003 – Delegation of Airworthiness Authority and Notification of Air Safety Responsibility. [2] Refer to RA 1013 – Air Systems Operating Centre Director – Provision of Airworthy and Safe Systems.	No
1012[05](01)004	[05]	Authorized	GM	1012(1).4 - GM - Provision of Airworthiness and Safety Assurance	In providing Airworthiness and safety assurance to CEO, DG(Air): a. Sets the Airworthiness framework and governance structure within DE&S. b. Oversees and audits the Airworthiness delegation process within DE&S. c. Assures the Airworthiness competence of personnel employed within DE&S. d. Ensures that cross cutting Airworthiness issues are highlighted and addressed. e. Develops Airworthiness metrics and measures Airworthiness performance to provide an effective assessment of DE&S responsiveness. f. Chairs the DE&S Air Safety Committee (DASC). g. Is a member of the MAA Operators' Council (MOC).	Guidance
1013[05]	[05]	Authorized	RA	1013 - RA (Issue 5) - Air Systems Operating Centre Director – Provision of Airworthy and Safe Systems	Defence Equipment and Support (DE&S) Air Systems Operating Centre Directors (OCD) are the pivotal senior Airworthiness managers who approve a project's Airworthiness strategy for achieving Military Type Certification and Release To Service (RTS) or Military Permit To Fly (MPTF)(Development)[1] and also for subsequent Type Airworthiness (TAw) arrangements. For Civilian Operated Air Systems, the OCD also has a key role in supporting the Sponsor[2] for Type Airworthiness management[3]. Not having competent and Suitably Qualified and Experienced Persons (SQEP)[4] in the OCD roles may result in a compromised level of Airworthiness oversight and Airworthiness Strategy approval. Their specific responsibilities will bedetailed in their Letter of Airworthiness Authority (LoAA)[4] issued from Director General (Air) (DG(Air)). [1] Refer to RA 5880 – Military Permit to Fly (Development) (MRP Part 21 Subpart P). [2] Refer to RA 1019 – Sponsor of Military Registered Civilian-Owned and Civilian Operated Air Systems – Air Safety Responsibilities. [3] Where the Air System is Civilian-Owned, ownership of regulatory responsibility by either the Type Airworthiness Authority (TAA) or Type Airworthiness Manager needs to be agreed within the Sponsor's approved model for TAw management; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems. [4] Refer to RA 1003 – Delegation of Airworthiness Authority and Notification of Air Safety Responsibility.	No
1013[05](01)	[05]	Authorized	Regulation	1013(1) - Regulation - Provision of Airworthy and Safe Air Systems	OCDs shall ensure that the Air Systems provided are airworthy and safe to operate through-life.	No
1013[05](01)001	[05]	Authorized	AMC	1013(1).1 - AMC - Provision of Airworthy and Safe Air Systems	In ensuring the provision of safe and airworthy Air Systems the OCD should: a. Assess and, if content, approve each project's strategy for achieving and maintaining Airworthiness. Ensure that plans are in place to monitor progress against the approved strategy and that all Air System TAw risks are reduced to a level acceptable to the Operating Duty Holder (ODH) or, where appropriate, the Accountable Manager (Military Flying) (AM(MF)). b. Assess and, if content, approve the submission to the Release To Service Authority (RTSA), via the MAA, of the initial Release To Service Recommendations (RTSR) for a new Air System or the RTSR for Major Changes[5], that result in a new Mark Number, to existing Air Systems. c. Propose to the MAA the requirements for organizational approvals, and the Type Certification Basis for new Air Systems and capabilities. d. Assess and, if content, approve any decision to reject significant Airworthiness related advice from an appointed competent design or Maintenance organization, or an appointed independent advisor. e. Assess and, if content, approve any recommendation to a RTSA, the ODH or AM(MF) for a stoppage of, or major restriction to, flying. [5] Refer to RA 5820 – Changes in Type Design (MRP Part 21 Subpart D).	No

1013[05](01)002	[05]	Authorized	AMC	1013(1).2 - AMC - Provision of Airworthy and Safe Air Systems	OCDs should issue the nominated TAA with appropriate LoAA[4] for each Air System type within their Areas of Responsibility containing, as a minimum, the Airworthiness roles and responsibilities detailed in the MAA Regulatory Publications. [4] Refer to RA 1003 – Delegation of Airworthiness Authority and Notification of Air Safety Responsibility.	No
1013[05](01)003	[05]	Authorized	AMC	1013(1).3 - AMC - Provision of Airworthy and Safe Air Systems	The OCD should assure that appropriate Airworthiness arrangements are in place, (ie appropriate organization approvals, valid MPTF (Development) etc), while the Air Systems are undergoing Flight Test and / or Test and Evaluation (T&E)[6] by Industry. [6] Refer to RA 2370 – Test and Evaluation.	No
1013[05](01)004	[05]	Authorized	AMC	1013(1).4 - AMC - Provision of Airworthy and Safe Air Systems	For the elements of TAw management for which the TAA is accountable, the OCD should conduct appropriate assurance of the TAA.	No
1013[05](01)005	[05]	Authorized	AMC	1013(1).5 - AMC - Provision of Airworthy and Safe Air Systems	For Civilian Operated Air Systems; the OCD should assess and, if content, approve the submission to the Sponsor, via the MAA, of the initial MPTF (In-Service)[7] Recommendation or major change evidence. [7] Refer to RA 1305 – Military Permit to Fly (In-Service), (Special Case Flying) and (Single Task).	No
1013[05](01)006	[05]	Authorized	GM	1013(1).6 - GM - Provision of Airworthy and Safe Air Systems	For Civilian Operated Air Systems, it is recommended the OCD 2* provides advice to the Sponsor prior to developing the TAw management model for delegation of responsibility between the TAA and the TAM.	Guidance
1014[07]	[07]	Authorized	RA	1014 - RA (Issue 7) - Design Organizations and Co-ordinating Design Organizations - Airworthiness Responsibilities	Airworthiness responsibilities may be held by Design Organizations (DO), Co-ordinating Design Organizations (CDO), or Air System CDO involved in the design of Products, Parts or Appliances installed in Air Systems. A lack of clarity could lead to a gap in the work to sustain an airworthy and safe Air System occurring between the DOs and the Type Airworthiness Authority (TAA)[1] or Commodity Chief Engineer (CE). To mitigate this, the responsibilities of DO, CDO, or Air System CDO need to be clearly defined to ensure they have auditable processes and competent people to enact the Airworthiness duties required by the TAA or Commodity CE. [1] Where the Air System is Civilian-Owned, ownership of regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model for Type Airworthiness (TAw) management; refer to RA 1162 - Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 - Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA.	Yes
1014[07](01)	[07]	Authorized	Regulation	1014(1) - Regulation - Design Organization or Co-ordinating Design Organization	The relevant DO or CDO shall be responsible for the through-life configuration management of the design of each product, part or appliance installed in an Air System.	Yes
1014[07](01)001	[07]	Authorized	AMC	1014(1).1 - AMC - Design Organization or Co-ordinating Design Organization	A DO or CDO should be approved through the Design Approved Organization Scheme (DAOS), as detailed in RA 5850[2], by the MAA. [2] Refer to RA 5850 – Military Design Approved Organization (MRP Part 21 Subpart J).	Yes

1014[07](01)002	[07]	Authorized	AMC	1014(1).2 - AMC - Design Organization or Co-ordinating Design Organization	The approved DO or CDO responsibilities should include, as appropriate: a. Demonstrating to the TAA or Commodity CE that the initial design of a particular product, part or appliance is in compliance with the contract specification, and is airworthy and that independent Airworthiness scrutiny of the design has been undertaken. b. The preparation and custody of specifications, drawings and instructions for maintaining the design of the product, part or appliance, and other supporting data associated with the design. c. The preparation of, and supply of, information for the development and upkeep of the Air System Document Set, including Release to Service Recommendations[3], Military Permit To Fly (MPTF) (In-Service) Recommendation[4], MPTF (Special Case Flying)[5], and all Aircrew Publications and Technical Information. d. Making appropriate arrangements to report to the TAA or Commodity CE in a timely manner any failure, malfunction, defect or other occurrence related to a product, part or appliance which has resulted in or may result in an unsafe condition. e. Ensuring that any notified design-related occurrence is investigated with provision of advice to the TAA or Commodity CE in a timely manner detailing appropriate recovery action (eg modifications, repair schemes, Technical Instructions) to restore TAw. Subsequent review and release of Special Instructions (Technical)[6] applicable to an Air System should be by the TAA. f. In agreement with the Air System TAA, the scheming, design, development and preparation of modifications and repairs to maintain TAw. Subsequent clearance and approval should be by the TAA[1], Commodity CE or by a privileged DO. g. Contributing towards the equipment elements of the Air System Safety Case[7] in support of the TAA or Commodity CE. h. Ensuring that, where the organization's DAOS approval scope does not adequately cover a sub-system, the relevant competent sub-contracted organization is consulted in respect of Airworthiness decisions regarding that sub-system. i. Providing appropriate sub-system and interface data in the form of specifications and drawings for those aspects of the system or equipment that are designed by another DO. j. Having arrangements in place with its sub-contractors to support TAw activities. [1] Where the Air System is Civilian-Owned, ownership of regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model for Type Airworthiness (TAw) management; refer to RA 1162 - Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 - Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA. [3] Refer to RA 1300(2): Release To Service Recommendation. [4] Refer to RA 1305(2): Military Permit To Fly (In Service) Recommendation. [5] Refer to RA 1305(5): Military Permit to Fly (Special Case Flying).	Yes
1014[07](01)003	[07]	Authorized	AMC	1014(1).3 - AMC - Design Organization or Co-ordinating Design Organization	In addition, the DO or CDO should prepare a Certificate of Design[8] for each product, part or appliance, in accordance with the DAOS approval, and submit it to the TAA or Commodity CE. [8] Refer to RA 5103 – Certificate of Design.	Yes
1014[07](01)004	[07]	Authorized	AMC	1014(1).4 - AMC - Design Organization or Co-ordinating Design Organization	In the case when a CDO is dependent on design work by another DO, then either that DO should be approved under RA 5850[2], or the work should be within the scope of the CDO's DAOS approval. [2] Refer to RA 5850 – Military Design Approved Organization (MRP Part 21 Subpart J).	Yes
1014[07](01)005	[07]	Authorized	GM	1014(1).5 - GM - Design Organization or Co-ordinating Design Organization	A DO may be appointed the CDO for a product, part or appliance; in this context 'co-ordinating' means that the organization is dependent on other DO(s) for some or all of the design work. When an organization is appointed as the CDO, it is noted that some or all of the responsibilities listed at AMC Para 2 may be discharged by other DOs or CDOs.	Guidance
1014[07](01)006	[07]	Authorized	GM	1014(1).6 - GM - Design Organization or Co-ordinating Design Organization	For Air Systems conducting development activity, RA 5880[9] contains the DO and TAA MPTF (Development) requirements. [9] Refer to RA 5880 – Military Permit to Fly (Development) (MRP Part 21 Subpart P).	Guidance
1014[07](02)	[07]	Authorized	Regulation	1014(2) - Regulation - Air System Co-ordinating Design Organization	There shall be one overall DO or CDO appointed by the TAA as the Air System CDO to manage the overall design or through-life configuration of each Air System.	Yes
1014[07](02)007	[07]	Authorized	AMC	1014(2).7 - AMC - Air System Co-ordinating Design Organization	When an organization is appointed by the TAA as the Air System CDO, in addition to the responsibilities of a DO or CDO, it should also: a. Be responsible for the overall design or through-life configuration management of the design of the Air System, and for co-ordinating the design and integration of the products, parts and appliances designed by other DO(s) and CDO(s). b. Provide support to the TAA in maintaining Structural, Propulsion and Systems Integrity of the Air System type design through-life, as detailed within RA 5726[10] series. These activities include, but are not limited to, attendance at Integrity Working Groups, review of lifing and usage data and the triennial review of the Statement of Operating Intent and Usage. [10] Refer to RA 5726 - Integrity Management	Yes
1014[07](02)008	[07]	Authorized	GM	1014(2).8 - GM - Air System Co-ordinating Design Organization	It is understood that there may exist different models which reflect the various arrangements between the Air System CDO and TAA. The diagram in Figure 1 is an illustration of the multiple relationships that could exist between the TAA and an Air System CDO, a CDO and respective DOs.	Guidance
1014[07](02)009	[07]	Authorized	GM	1014(2).9 - GM - Air System Co-ordinating Design Organization	In particular, it is recognized that some Air System CDOs will have an emphasis on the overall design of the Air System, whereas some will have an emphasis on the through-life configuration management of the Air System.	Guidance
1014[07](02)010	[07]	Authorized	GM	1014(2).10 - GM - Air System Co-ordinating Design Organization	When an organization is appointed as the Air System CDO, it is possible that some or all of the responsibilities listed in AMC Sub-para 6b may be discharged by other DOs and CDOs. The responsibilities will be defined for each DO and CDO under the scope of their DAOS approval and are accounted for in contractual terms under the direction of the TAA.	Guidance

1014[07](02)011	[07]	Authorized	GM	1014(2).11 - GM - Air System Co-ordinating Design Organization	The Air System CDO is expected to have a direct contractual relationship established[11] with the TAA with the provision for regular engagement, such that the TAA can discharge their responsibilities as laid down in RA 1015[12]. [11] Refer to RA 1005 – Contracting with Competent Organizations. [12] Refer to RA 1015 – Type Airworthiness Management - Roles and Responsibilities.	Guidance
1014[07](02)012	[07]	Authorized	GM	1014(2).12 - GM - Air System Co-ordinating Design Organization	It is noted that a Commodity CE may contract directly with a DO; some DOs (often the propulsion system DO) are not subcontracted by the CDO or Air System CDO, nonetheless they need to provide interface information to the relevant CDO or Air System CDO.	Guidance
1015[10]	[10]	Authorized	RA	1015 - RA (Issue 10) - Type Airworthiness Management - Roles and Responsibilities	The Type Design of an Air System will be managed through-life. Losing control of the Type Design may result in a compromised level of Airworthiness. In order to maintain Airworthiness, a responsible individual is to be appointed and held personally accountable for the Air System Type Design. This RA sets out the roles and responsibilities for personnel appointed to principal Type Airworthiness (TAw) management positions[1]. [1] The term “personnel appointed to principal TAw management positions” refers to the Type Airworthiness Authority (TAA) and / or Type Airworthiness Manager (TAM).	Yes
1015[10](01)	[10]	Authorized	Regulation	1015(1) - Regulation - Type Airworthiness Management	Personnel appointed to principal TAw management positions shall be responsible for the TAw of an Air System throughout its life from development to disposal.	Yes
1015[10](01)001	[10]	Authorized	AMC	1015(1).1 - AMC - General	Within Defence Equipment & Support (DE&S) each Air System Delivery Team (DT) should have a senior Project Engineer who is nominated as the TAA for each Air System type or group of Air System types. The TAA should be at least OF5 (or equivalent)[2]. The TAA should hold an appropriate Letter of Airworthiness Authority (LoAA)[3] from the Operating Centre Director (OCD)[4]. [2] This grade is to be reduced to OF4 (or equivalent) for certain categories of Remotely Piloted Air Systems (RPAS) (refer to RA 1605 – Remotely Piloted Air Systems Specific S2 sub-category). [3] Refer to RA 1003 – Delegation of Airworthiness Authority and Notification of Air Safety Responsibility. [4] Refer to RA 1013 – Air Systems Operating Centre Director – Provision of Airworthy and Safe Systems.	No
1015[10](01)002	[10]	Authorized	AMC	1015(1).2 - AMC - General	For Civilian-Owned / Civilian Operated Air Systems, the Air System Sponsor can delegate[5] Taw responsibility between a TAA and a TAM[6], [7], [8]. The TAM should hold an appropriate Letter of Appointment (LoA)[3] from the Sponsor. [3] Refer to RA 1003 – Delegation of Airworthiness Authority and Notification of Air Safety Responsibility. [5] Refer to RA 1160 – The Defence Air Environment Operating Framework. [6] When deciding upon a model for Taw management, and the level to which responsibilities are shared between a TAA and a TAM, the Sponsor is recommended to seek advice and guidance from an appropriate OCD 2*. [7] Refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems. [8] Refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems.	No
1015[10](01)003	[10]	Authorized	AMC	1015(1).3 - AMC - Organizational	Personnel appointed to principal TAw management positions, in line with their delegation, should: a. Ensure that appropriate action is taken in response to Airworthiness issues including, but not limited to, informing the Aviation Duty Holder (ADH)[9] / Accountable Manager (Military Flying) (AM(MF))[10] when there has been a change in Airworthiness risk[11], [12], [13]. b. Actively support the ADH / AM(MF), who is responsible for Air Safety within their defined Area of Responsibility (AoR), by managing the TAw of the Air System. c. Ensure that signed formal agreements[14] are in place with all organizations supporting TAw activity[13]. Where the personnel appointed to principal TAw management positions have a contract in place with an MAA Approved Co-ordinating DO (CDO), then the personnel appointed to principal TAw management positions should assure themselves that the CDO has arrangements in place with its sub-contractors to support TAw activities[15]. [9] Refer to RA 1020 –Aviation Duty Holder and Aviation Duty Holder–Facing Organizations – Roles and Responsibilities. [10] Refer to RA 1024 – Accountable Manager (Military Flying). [11] Refer to RA 5405 – Special Instructions (Technical). [12] Refer to RA 5805 – Airworthiness Directives and Service Bulletins (MRP Part 21 Subpart A). [13] Refer to RA 1220 – Delivery Team Airworthiness and Safety. [14] Includes arrangements such as: Internal Business Agreements, Joint Business Agreements, Service Level Agreements, Foreign Military Sales agreements, contracts, etc. [15] Refer to RA 1014 – Design Organizations and Co-ordinating Design Organizations – Airworthiness Responsibilities.	Yes

1015[10](01)004	[10]	Authorized	AMC	1015(1).4 - AMC - Safety / Strategy / Policy	Personnel appointed to principal TAw management positions, in line with their delegation, should: a. Produce an Airworthiness Strategy for an Air System consistent with the project Through Life Management Plan[13]. b. Be responsible for the Safety Management of the Project[13]. c. Develop, maintain and enhance a Safety Management System (SMS)[16], compliant with the OCD / Sponsor approved project Airworthiness Strategy[13], which will contribute to the Operating Duty Holder's / AM(MF)'s Air System Safety Case[17], for each Air System type. d. Initiate and maintain an up-to-date Type Airworthiness Safety Assessment (TASA)[13]. e. Ensure the TASA and Project SMS is subject to independent evaluation and audit[13]. f. Conduct assurance of contracted organizations, including where appropriate Defence Contractor Flying, Design, Production, Maintenance, Continuing Airworthiness, and Continuing Airworthiness management; assurance of compliance to the contract. g. Support the DT in promulgating and maintaining a Support Policy Statement for their Air Systems / equipment[13]. h. Support the DT in promulgating a Topic 2(N/A/R), or equivalent, for their Air Systems[18]. i. Conduct assurance of the DT and Commodity DT / support teams / organizations[16]. [13] Refer to RA 1220 – Delivery Team Airworthiness and Safety. [16] Refer to RA 1200 – Air Safety Management. [17] Refer to RA 1205 – Air System Safety Cases. [18] Refer to RA 5815 – Instructions for Sustaining Type Airworthiness.	Yes
1015[10](01)005	[10]	Authorized	AMC	1015(1).5 - AMC - Personnel	Personnel appointed to principal TAw management positions, in line with their delegation, should: a. Identify those posts within their AoR that require LoAAs / LoA. These posts should be limited to those that require authority to alter the Air System Document Set (ADS) without reference to higher authority. b. Ensure that all persons involved in TAw activities are competent and Suitably Qualified and Experienced Person. c. Delegate LoAAs / LoAs to subordinate staff and ensure that all sub delegations are reviewed at least annually. d. Undertake a Training Needs Analysis in relation to the differences between the civil-type course requirements for the issue of a European Union Aviation Safety Agency Part 66 type rating and any government training for the equipment fitted to its Air Systems[19]. [19] Refer to RA 1165 – Civil Aviation Authority Oversight of Military Registered Air Systems.	Yes
1015[10](01)006	[10]	Authorized	AMC	1015(1).6 - AMC - Type Design	Personnel appointed to principal TAw management positions, in line with their delegation, should: a. Ensure that the Air System Type Design complies with all applicable Certification Airworthiness Regulatory requirements, through-life; this includes appropriate civil mandatory, advisory and deferred instructions (eg Airworthiness Directives (AD) and Service Bulletins (SB)). b. Approve each change to the Air System Type Design; except where the privilege to approve Minor Changes[20] has been onferred upon the DO[21]. c. Ensure that the Certificate of Design is signed in accordance with (iaw) RA 5103[22]. d. Agree the need for installation of instrumentation and a crashworthy Flight Data Recorder for the purposes of the flight trial programme, in consultation with the Design Organizations (DOs) or selected Test and Evaluation Organization[23]. e. Be responsible for Integrity Management, for all Air System types within their AoR, to ensure an acceptable and demonstrable level of integrity[24]. f. Ensure that the Air System is designed to approved Certification Specifications for Airworthiness[25]. g. Endorse the Statement of Acceptance if requested by the ADH / AM(MF)[26]. h. Ensure that each part or appliance is permanently and legibly marked iaw the applicable design data[27]. i. Develop and implement a Life Extension Programme[28] when required to extend the certified life of a UK military registered Air System. j. Develop and implement an Out of Service Date Extension Programme[29] when required to extend the operational life of a UK military registered Air System. k. Ensure that technical data capture and analysis[30] validates design assumptions about usage rates, failure modes and failure rates. l. Ensure the certification of new military Air Systems is iaw Military Air Systems Certification Process (MACP)[25]. m. For Air Systems that have been awarded a Military Type Certificate (MTC)[25] by the MAA, the TAA should be the MTC Holder[12]. For those Air Systems undergoing a Major Change in Type Design, which have not previously been issued with a MTC, the TAA should be the holder of the Approved Design Change Certificate[20] when issued. [12] Refer to RA 5805 – Airworthiness Directives and Service Bulletins (MRP Part 21 Subpart A). [20] Refer to RA 5820 – Changes in Type Design (MRP Part 21 Subpart D). [21] Refer to RA 1005 – Contracting with Competent Organizations. [22] Refer to RA 5103 – Certificate of Design. [23] Refer to RA 5219 – Instrumentation and Flight Data Recorder Requirements for Flight Trials of Aircraft. [24] Refer to RA 5726 – Integrity Management.	Yes
1015[10](01)007	[10]	Authorized	AMC	1015(1).7 - AMC - Airworthiness Occurrences	Personnel appointed to principal TAw management positions should ensure that all applicable stakeholders (eg DO, other operators, MAA, etc) are included in the distribution of all Occurrence Reports[31]. [31] Refer to RA 1410 – Occurrence Reporting and Management.	Yes
1015[10](01)008	[10]	Authorized	AMC	1015(1).8 - AMC - Airworthiness Occurrences	Personnel appointed to principal TAw management positions, in line with their delegation, should ensure a system is in place for reporting and investigating occurrences that warrant specific attention due to their potential impact on Air Safety[32]. [32] Refer to RA 5825 – Fault Reporting and Investigation.	Yes

1015[10](01)009	[10]	Authorized	AMC	1015(1).9 - AMC - Airworthiness Occurrences	Where appropriate, the data trends should be evaluated[30] to ensure the Airworthiness and integrity[24] of Air Systems are maintained. [24] Refer to RA 5726 – Integrity Management. [30] Refer to RA 1140 – Air System Technical Data Exploitation.	Yes
1015[10](01)010	[10]	Authorized	AMC	1015(1).10 - AMC - Configuration Control	Personnel appointed to principal TAw management positions, in line with their delegation, or Commodity Chief Engineer should: a. Develop and maintain a Configuration Management Plan to cover all items of materiel that may be subject to Modification[33]. b. Ensure a system is used to record and maintain the configuration management and technical history of an individual Air System and related Products, Parts and Appliances[34]. c. Authorize and manage procedures for Modifications[35]. d. Make an appropriate response following the issue of an AD or a SB for an unsafe condition on a civil derived Air System. e. Manage, through Chairmanship of the Local Technical Committee (LTC)[33] and submission to the Configuration Control Board (CCB)[33], the configuration of the Air System Type Design including the provision of Modifications necessitated by In-Service experience or as requested by ADHs for safety, operational, or economic reasons. f. Initiate an appropriate independent Ageing Air System Audit for each ageing Air System fleet under their control[36]. g. Ensure that on delivery or transfer of any new or industry modified Air System, original copies of all relevant Maintenance Records are despatched to the receiving unit. [33] Refer to RA 5301 – Air System Configuration Management. [34] Refer to RA 1223 – Airworthiness Information Management. [35] Refer to RA 5305 – In-Service Design Changes. [36] Refer to RA 5723 – Ageing Air System Audit.	Yes
1015[10](01)011	[10]	Authorized	AMC	1015(1).11 - AMC - Air Systems Flight Release and Limitations Documentation	Personnel appointed to principal TAw management positions, in line with their delegation, should: prepare, approve, and review the Air System's Flight Release and Limitations Documentation[37]. [37] Refer to RA 1300 – Release To Service; RA 1305 – Military Permit To Fly (In-Service), (Special Case Flying) and (Single Task); and RA 5880 – Military Permit To Fly (Development) (MRP Part 21 Subpart P).	Yes
1015[10](01)012	[10]	Authorized	AMC	1015(1).12 - AMC - Design Organization	Personnel appointed to principal TAw management positions, in line with their delegation, should: a. Ensure that only competent DOs[21] are contracted in support of their Air Systems, and that they have access to the Air System Type Design data in order to provide expert interpretation of this data. b. Ensure that the DO holds an extant approval from the MAA under Design Approved Organization Scheme covering the relevant scope of activities, including modifications and repairs[38]. c. Ensure that they only invoke specific privileges, in writing, to a DO that has been assessed and accepted by the MAA to operate such privileges[39] and that are consequently identified in their Terms of Approval as a DO. The TAA / TAM should inform MAA-OpAssure-Eng-DepHd and the applicable Military Continuing Airworthiness Management Organizations (Mil CAMO(s)) which privileges have been invoked or revoked, for what Air Systems and to what organizations. d. Ensure that the Production Organization's Quality Management System is 3rd party accredited to an acceptable standard[40]. e. Agree the list of all Parts, prepared for inclusion in the Design Records by the DO, and conduct regular reviews of it in the light of service experience and changes in design[27]. [21] Refer to RA 1005 – Contracting with Competent Organizations. [27] Refer to RA 5885 – Identification of Products, Parts and Appliances (MRP Part 21 Subpart Q). [38] Refer to RA 5865 – Repairs (MRP Part 21 Subpart M). [39] Refer to RA 5850 – Military Design Approved Organization (MRP Part 21 Subpart J). [40] Refer to RA 5835 – Production Organizations (MRP Part 21 Subpart G).	Yes
1015[10](01)013	[10]	Authorized	AMC	1015(1).13 - AMC - Design Organization	The TAA, in line with their delegation, should ensure that there is one overall DO or CDO appointed as the Air System CDO to manage the overall design or through-life configuration of each Air System. The TAA should establish and maintain a contractual relationship with the Air System CDO.	Yes
1015[10](01)014	[10]	Authorized	AMC	1015(1).14 - AMC - Privileging	Personnel appointed to principal TAw management positions, in line with their delegation, should: a. When invoking privileges, inform all key stakeholders (eg DO, Mil CAMO, the MAA, etc). b. Assure any changes approved under the provision of any privilege that has been invoked are accurately classified. c. Ensure that there is a robust mechanism for managing the configuration control of the Air System or equipment for any changes approved under the provisions of any privilege that has been invoked.	No
1015[10](01)015	[10]	Authorized	AMC	1015(1).15 - AMC - Privileging	When personnel appointed to principal TAw management positions departs their post, all privileges issued by that individual remain valid for a maximum period of 3 months, during which time their successor should re-assess the award of privileges.	No

1015[10](01)016	[10]	Authorized	AMC	1015(1).16 - AMC - Air System Document Set	Personnel appointed to principal TAw management positions, in line with their delegation, should ensure: a. The completeness and accuracy of the Approved Data, including all elements of the ADS, and the upkeep of the Air System Type Design; ensuring the provision of Approved Data to the Mil CAMO[41]. b. That quality assured Technical Information is supplied[42]. c. That they are provided with the complete set of Instructions for Sustaining TAw, comprising descriptive data and accomplishment instructions prepared, iaw the Type Certification Basis, by the DO[39]. d. Communication of changes to the ADS is carried out in a timely manner. [39] Refer to RA 5850 – Military Design Approved Organization (MRP Part 21 Subpart J). [41] Refer to RA 1310 – Air System Document Set. [42] Refer to RA 5815 – Instructions for Sustaining Type Airworthiness.	Yes
1015[10](01)017	[10]	Authorized	AMC	1015(1).17 - AMC - Support to Mil CAMO	Personnel appointed to principal TAw management positions, in line with their delegation, should ensure: a. That, if applicable, a relevant Certificate of Airworthiness is made available to the Military Continuing Airworthiness Manager. b. The protocols of an Aircraft Maintenance Schedule are implemented throughout the life of the project[43]. c. They undertake the Mil CAMO tasks formally accepted by, and sub-contracted to, them. [43] Refer to RA 5320 – Air System Maintenance Schedule – Design and Validation.	Yes
1015[10](01)018	[10]	Authorized	AMC	1015(1).18 - AMC - Civil Aviation Authority Oversight	Personnel appointed to principal TAw management positions, in line with their delegation, should be responsible for the TAw arrangements of military Air Systems subject to Civil Aviation Authority oversight, ensuring compliance with the MRP[19]. [19] Refer to RA 1165 – Civil Aviation Authority Oversight of Military Registered Air Systems.	Yes
1015[10](01)019	[10]	Authorized	AMC	1015(1).19 - AMC - RPAS	Personnel appointed to principal TAw management positions, in line with their delegation, should ensure that all RPAS intended to be operated in the Specific S2 sub-category and Certified Category RPAS are categorized[44]. Note: The TAA / TAM is not responsible for ensuring Open Category and Specific S1 sub-category RPAS are categorized iaw RA 1600. [44] Refer to RA 1600 Series – Remotely Piloted Air Systems.	No
1015[10](01)020	[10]	Authorized	AMC	1015(1).20 - AMC - Embarked Air Systems	Personnel appointed to principal TAw management positions, in line with their delegation, should be responsible for providing equipment which is safe and suitable for Air Systems required to conduct embarked aviation activities in the maritime environment in Her Majesty's / MOD Ships[45].r [45] Refer to RA 1029 – Ship-Air Release – Roles and Responsibilities.	Yes
1015[10](01)021	[10]	Authorized	GM	1015(1).26 - GM - Type Airworthiness Management	Nil.	Guidance
1015[10](01)022	[10]	Authorized	AMC	1015(1).21 - AMC - Embarked Air Systems	Personnel appointed to principal TAw management positions, in line with their delegation, and Ship Platform Authority should jointly prepare the Ship-Air Release Recommendation for each Air System / Ship combination to the satisfaction of the Royal Navy Release To Service Authority / Sponsor[46]. [46] Refer to RA 1395 – Authorization to Permit Embarked Aviation in Her Majesty's / MOD Ships.	Yes
1015[10](01)023	[10]	Authorized	AMC	1015(1).22 - AMC - Type Airworthiness Management Supplement	Where TAw management responsibilities are held by a TAM, the DO should furnish the MAA a TAw Management Supplement to the Design Organization Exposition describing, directly or by cross-reference, how the TAw requirements are to be managed.	No
1015[10](01)024	[10]	Authorized	AMC	1015(1).23 - AMC - Type Airworthiness Management Supplement	To maintain TAM approval, the TAw Management Supplement should remain an accurate reflection of the organization with any amendment submitted to the MAA for approval. Amendment submission should not be interpreted as MAA approval being in place.	No
1015[10](01)025	[10]	Authorized	AMC	1015(1).24 - AMC - Type Airworthiness Management Supplement	The TAw Management Supplement should be produced and include the content detailed in the template held on the MAA's websites[47]. [47] Refer to RA 5850(4): Design Organization Exposition.	No
1015[10](01)026	[10]	Authorized	AMC	1015(1).25 - AMC - Type Airworthiness Management Supplement	The TAw Management Supplement should be reviewed by the Sponsor as part of the TAM delegation process.	No
1016[05]	[05]	Authorized	RA	1016 - RA (Issue 5) - Military Continuing Airworthiness Management	Maintaining the Airworthiness of an Air System is a complex undertaking that requires clear procedures and competent personnel to accomplish. Failures in the management of the Continuing Airworthiness (CAw) of an Air System could invalidate Risk to Life assessments conducted as part of the Air System Safety Case[1]. This RA outlines the requirement for a MAA approved Military Continuing Airworthiness Management Organization (Mil CAMO) to manage all Continuing Airworthiness tasks, in order to ensure that military registered Air Systems within their Area of Responsibility (AoR) are operated safely and with a valid Military Airworthiness Review Certificate (MARC). [1] Refer to RA 1205 – Air System Safety Cases.	Yes
1016[05](02)	[05]	Authorized	Regulation	1016(2) - Regulation - Establishment of a Military Continuing Airworthiness Management Organization	Delivery Duty Holders (DDH) and Accountable Managers (Military Flying) (AM(MF)) shall ensure that the tasks associated with Continuing Airworthiness of the military registered Air Systems in their AoR[2] are managed by an approved[3] Mil CAMO . [2] AoR includes all active Air System on the UK Military Aircraft Register (MAR) identified in their CAME, inclusive of Air Systems held in storage or within sustainment fleets. Where there is more than one Mil CAM, against a given Air System, they are to come to agreement as to who is responsible for each Air System. [3] Refer to RA 4941 – Application – MRP Part M Sub Part G.	No

1016[05](02)003	[05]	Authorized	AMC	1016(2).3 - AMC - Establishment of a Military Continuing Airworthiness Management Organization	Each DDH/AM(MF) should appoint a Suitably Qualified and Experienced Person (SQEP)[4] as the Military Continuing Airworthiness Manager (Mil CAM)[5] to manage and control all Caw activity for the military registered Air System(s) for which they have Caw responsibility[2][6]. [2]AoR includes all active Air Systems on the UK Military Aircraft Register (MAR) identified in their Continuing Airworthiness Management Exposition (CAME), inclusive of Air Systems held in storage or within sustainment fleets. Where there is more than one Mil CAM, against a given Air System, they are to come to agreement as to who is responsible for each Air System. [4] Refer to RA 4945 – Personnel Requirements – MRP Part M Sub Part G. [5] Refer to RA 1011 – Military Continuing Airworthiness Manager Responsibilities. [6] In derogation to the above Regulation, for Organizations with Remotely Piloted Air Systems (RPAS) categorized as Specific S2, a DDH Chief Air Engineer (CAE) may manage CAw. Refer to RA 1605 – Remotely Piloted Air Systems Specific S2 sub-category.	No
1016[05](02)004	[05]	Authorized	AMC	1016(2).4 - AMC - Establishment of a Military Continuing Airworthiness Management Organization	The Mil CAM and Deputy Mil CAM (DCAM) should meet the SQEP criteria detailed in RA 4945[4]. Operating Duty Holders' CAE may authorize non-compliance on a case-by-case basis, informing the MAA. [4] Refer to RA 4945 - Personnel Requirements - MRP Part M Sub Part G.	No
1016[05](02)005	[05]	Authorized	AMC	1016(2).5 - AMC - Establishment of a Military Continuing Airworthiness Management Organization	The Mil CAM should ensure all staff, managing CAw tasks, are trained, assessed as competent and authorized[7]. [7] Refer to RA 4945(3): Personnel Competence and MRP Part M Authorization.	No
1016[05](02)006	[05]	Authorized	AMC	1016(2).6 - AMC - Establishment of a Military Continuing Airworthiness Management Organization	The Mil CAMO and Mil CAM should work in support of the DDH/AM(MF) and either: a. Be co-located with the DDH/AM(MF) or; b. If geographically separated from the DDH/AM(MF), employ rigorous and demonstrable standards of communication, which should be detailed in the Continuing Airworthiness Management Exposition (CAME) [8]. [8] Refer to RA 4943 – Continuing Airworthiness Management Exposition – MRP Part M Sub Part G.	No
1016[05](02)007	[05]	Authorized	AMC	1016(2).7 - AMC - Establishment of a Military Continuing Airworthiness Management Organization	Where the Mil CAMO supports more than one DDH/AM(MF), then a written agreement should be established between the DDH and AM(MF) to manage and control all CAw activity for the military registered Air System(s) that the DDH / AM(MF) operate.	No
1016[05](02)008	[05]	Authorized	GM	1016(2).8 - GM - Establishment of a Military Continuing Airworthiness Management Organization	The terms Mil CAMO and Mil CAM are intended to provide clarity in differentiating between those organizations approved in accordance with (iaw) MRP Part M and those that are approved iaw European Union Aviation Safety Agency (EASA) Regulations. It applies equally to those organizations headed by a Crown Servant Mil CAM, and those organizations supporting an AM(MF) where the Mil CAM may not be a Crown Servant.	Guidance
1016[05](02)009	[05]	Authorized	GM	1016(2).9 - GM - Establishment of a Military Continuing Airworthiness Management Organization	Continuing Airworthiness Management Regulations are detailed in MRP Part M Regulation[9]. [9] Refer to the RA 4900 series: Continuing Airworthiness Management Organization (CAMO) Regulation.	Guidance
1016[05](02)010	[05]	Authorized	GM	1016(2).10 - GM - Establishment of a Military Continuing Airworthiness Management Organization	In respect of Mil CAMOs supporting DDHs, ordinarily the CAE [10] to that DDH will be the Mil CAM. If both roles are filled by the same person, the Mil CAM is to have a clear understanding of their Caw responsibilities[5]. [5] Refer to RA 1011 - Military Continuing Airworthiness Manager Responsibilities. [10] Refer to RA 1023 – Chief Air Engineers - Air Safety Responsibilities.	Guidance
1016[05](02)011	[05]	Authorized	GM	1016(2).11 - GM - Establishment of a Military Continuing Airworthiness Management Organization	Where a particular support strategy includes a contracting arrangement with an EASA approved Part M Sub Part G organization with a civilian Continuing Airworthiness Manager, this in no way obviates the requirement for a Mil CAM, who will retain overarching responsibility for CAw. In such cases, the Mil CAM may utilise the contracted arrangements, but is to be able to demonstrate adequate control of the activity.	Guidance
1016[05](02)012	[05]	Authorized	GM	1016(2).12 - GM - Establishment of a Military Continuing Airworthiness Management Organization	Where Mil CAMO activity is undertaken on the Mil CAMO's behalf by another MOD organization, eg a Delivery Team (DT), and that organization carries out assurance activities, then this may provide the Mil CAMO with the necessary assurance without the need for duplication. This does not remove the requirement for the Mil CAM to be satisfied that the scope of the assurance activity is adequate.	Guidance
1016[05](02)013	[05]	Authorized	GM	1016(2).13 - GM - Establishment of a Military Continuing Airworthiness Management Organization	In pursuance of managing and controlling the CAw of Air Systems within their AoR[2], Mil CAMs, whether Crown Servants or civilians, do not need to be directly subordinate to the Air Systems' DDH / AM(MF). This is particularly relevant for those Mil CAMs who support Defence Contractor Flying Organizations; in such cases they may be part of a different organization working under a contract or bespoke agreement. It is also acceptable for the Mil CAM to have duties other than direct support to a specified DDH / AM(MF), if they have the capacity to do so. In all cases, the accountability for compliance with this Regulation remains with the relevant DDH or AM(MF) directing the flying activity and if they are not satisfied with their Mil CAMO arrangement(s), then they are to consider an alternative solution to meet the Regulatory requirements. [2] AoR includes all active Air Systems on the UK Military Aircraft Register (MAR) identified in their CAME, inclusive of Air Systems held in storage or within sustainment fleets. Where there is more than one Mil CAM, against a given Air System, they are to come to agreement as to who is responsible for each Air System.	Guidance
1016[05](02)014	[05]	Authorized	GM	1016(2).14 - GM - Establishment of a Military Continuing Airworthiness Management Organization	Where a military registered Air System is operated as an activity for a period less than 6 months then a Mil CAMO may not be required. In such a case the DDH / AM(MF) is to make an application by way of a Waiver[11], detailing the arrangements in place for ensuring the Caw of their military registered Air Systems. [10] Refer to MAA03: MAA Regulatory Processes.	Guidance
1016[05](03)	[05]	Authorized	Regulation	1016(3) - Regulation - Requirement for a valid Military Airworthiness Review Certificate	For military registered Air Systems, the accountable DDH / AM(MF) shall ensure that the Air System is not flown without a valid MARC.	Yes

1016[05](03)015	[05]	Authorized	AMC	1016(3).15 - AMC - Requirement for a valid Military Airworthiness Review Certificate	The DDH / AM(MF) should be able to adequately demonstrate how they control flying to ensure that the Air System has a valid MARC before the Air System is released for flight[12]. [12] In derogation to the above Regulation, Organizations with RPAS categorized as Specific S2 and lower may implement a sample audit of the Airworthiness of individual platforms in lieu of a MARC. Refer to RA 1605 - Remotely Piloted Air Systems Specific S2 sub-category.	Yes
1016[05](03)016	[05]	Authorized	GM	1016(3).16 - GM - Requirement for a valid Military Airworthiness Review Certificate	The Regulation, AMC and GM for MARCs is located in the MRP Part M Sub Part I[13]. [13] Refer to the RA 4970 series - Airworthiness Review.	Guidance
1016[05](03)017	[05]	Authorized	GM	1016(3).17 - GM - Requirement for a valid Military Airworthiness Review Certificate	In derogation to the above Regulation, Air Systems flown under a Military Permit to Fly (MPTF)[14] may be flown without a valid MARC, if permitted by the Type Airworthiness Authority. [14] Refer to RA 1305 – Military Permit to Fly (In-Service), (Special Case Flying) and (Single Task) and to RA 5880 – Military Permit to Fly (development) - MRP Part 21 Subpart P.	Guidance
1016[05](03)018	[05]	Authorized	GM	1016(3).18 - GM - Requirement for a valid Military Airworthiness Review Certificate	The Military Airworthiness Review (Mil AR)[15] is deemed the best possible process for establishing an Air System's Airworthiness and current configuration, therefore, every effort is to be made by Air System operators to utilize the Mil AR and the subsequent issuance of a MARC. [15] Refer to RA 4971 – Military Airworthiness Review and Certification - MRP Part M Sub Part I.	Guidance
1019[03]	[03]	Authorized	RA	1019 - RA (3) - Sponsor of Military Registered Civilian-Owned and Civilian Operated Air Systems - Air Safety Responsibilities	For operational and technical reasons, the Defence Air Environment may need to utilize Civilian-Owned and / or Civilian Operated UK military registered Air Systems. Not having the flexibility to utilize Civilian-Owned and / or Civilian Operated UK military registered Air Systems may impact on the ability to deliver core activities. For an Applicant to obtain military registration of a Civilian-Owned Air System they are to have the endorsement of an appropriate Sponsor, who will be responsible for assuring themself that appropriate Air Safety arrangements are in place.	Yes
1019[03](01)	[03]	Authorized	Regulation	1019(1) - Regulation - Air Safety Responsibilities of the Sponsor	The Sponsor shall assure themself that appropriate Air Safety arrangements are in place for Civilian-Owned and / or Civilian Operated UK military registered Air Systems.	Yes
1019[03](01)001	[03]	Authorized	AMC	1019(1).1 - AMC - Air Safety Responsibilities of the Sponsor	The Sponsor of Civilian-Owned and / or Civilian Operated UK military registered Air Systems should be at 2* level or above with an appropriate delegation from the relevant service Chief of Staff[1] or Defence Equipment and Support (DE&S) Chief Executive Officer. [1] Chief of Air Staff, Chief of General Staff, Chief of Naval Staff.	No
1019[03](01)002	[03]	Authorized	AMC	1019(1).2 - AMC - Air Safety Responsibilities of the Sponsor	The Sponsor should: a. Approve and issue the Certificate of Usage (CofU)[2]. b. Submit the Application for Approval in Principle for entry onto the UK Military Aircraft Register (MAR)[3]. c. Ensure that an appropriate model for Type Airworthiness (TAw) management is in place dependent on the Air System's Operating Category and define the delegation of TAw responsibilities between the Type Airworthiness Authority (TAA)[4] and TAw Manager (TAM)[5]. d. Ensure that Air Safety governance arrangements are in place for Civilian Operated (Development), (In-Service)[5] and (Special Case Flying)[6] Air Systems. e. Ensure that appropriate assurance of Air Safety arrangements for Civilian Operated (Development), (In-Service)[7] and (Special Case Flying)[8] Air Systems is conducted. f. Ensure an appropriate level of independent scrutiny is conducted of an Air System's Military Permit to Fly (MPTF) (In-Service) recommendation[9], MPTF (In-Service)[10] and MPTF (Special Case Flying)[11]. g. Submit the Request for Activation onto the UK MAR[12]. h. Authorize and issue the Air System's MPTF (In-Service)[10]. i. Issue the Certificate for Commencement of Flight for Civilian Operated (Special Case Flying) Air Systems[11]. j. Review an AM(MF)'s annual Safety Statement[13]. [2] Refer to RA 1160(3): Certificate of Usage. [3] Refer to RA 1161(2): Application for Approval in Principal. [4] Refer to RA 1015 – Type Airworthiness Authority - Roles and Responsibilities. [5] Refer to RA 1162(1): Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems. [6] Refer to RA 1163(1): Air Safety Governance Arrangements for Special Case Flying Air Systems. [7] Refer to RA 1162(2): Assurance of the Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems. [8] Refer to RA 1163(2): Assurance of Air Safety Governance Arrangements for Special Case Flying Air Systems. [9] Refer to RA 1305(2): Military Permit to Fly (In-Service) Recommendation. [10] Refer to RA 1305(3): Military Permit to Fly (In-Service) Preparation and Authorization. [11] Refer to RA 1305(5): Military Permit to Fly (Special Case Flying). [12] Refer to RA 1161(3): Request for Activation on the UK Military Aircraft Register. [13] Refer to RA 1205(3): The Safety Statement	Yes
1019[03](01)003	[03]	Authorized	GM	1019(1).3 - GM - Air Safety Responsibilities of the Sponsor	If the Sponsor is not in DE&S, the agreement of a DE&S Operating Centre Director[14] will be required to appoint an appropriate TAA. For Special Case Flying a TAA might not be required and a Sponsor may, instead, appoint a TAM[6] for all Taw management. [14] Refer to RA 1013 – Air Systems Operating Centre Director - Provision of Airworthy and Safe Systems. [6] Refer to RA 1163(1): Air Safety Governance Arrangements for Special Case Flying Air Systems.	Guidance

1019[03](01)004	[03]	Authorized	GM	1019(1).4 - GM - Air Safety Responsibilities of the Sponsor	When deciding upon a model for TAw management, and the level to which responsibilities are delegated between a TAA and a TAM, the Sponsor is recommended to seek advice and guidance from an appropriate OCD 2*.	Guidance
1019[03](01)005	[03]	Authorized	GM	1019(1).5 - GM - Air Safety Responsibilities of the Sponsor	The regulatory requirements of paragraph 2c do not apply to Open and Specific S1 Category RPAS.	Guidance
1020[12]	[12]	Authorized	RA Rationale	1020 - RA (Issue 12) - Aviation Duty Holder ►◄ - Roles and Responsibilities	Aviation Duty Holders (ADH) [1] are responsible for Air Safety and ensuring that associated Risk to Life (RtL) is As Low As Reasonably Practicable (ALARP) and Tolerable for the aviation activities within their Area of Responsibility. ►◄ A compromised level of accountability for operations may result from not having ADHs ►◄ in place. Clearly defined roles and responsibilities are required so that legally accountable individuals can effectively carry out their duties in mitigating and making judgements on Air Safety Risk. [1] The term ADH encompasses Senior Duty Holder (SDH), Operating Duty Holder (ODH) and Delivery Duty Holder (DDH); interpret accordingly; the different levels are referred to separately where specifically required. Defined in MAA02: MAA Master Glossary.	Yes
1020[12](01)	[12]	Authorized	Regulation	1020(1) - Regulation - Role and Responsibilities of the Aviation Duty Holder	ADHs shall actively manage Air Safety for each Air System within their Area of Responsibility (AoR) via an Air System Safety Case (ASSC) which is managed by an Air Safety Management System (ASMS), to ensure that RtL is ALARP and Tolerable.	No
1020[12](01)001	[12]	Authorized	AMC	1020(1).1 - AMC - Role and Responsibilities of the Aviation Duty Holder	1. ADHs are legally accountable for the safe operation, Continuing Airworthiness and Maintenance of systems in their AoR and for ensuring that RtL is ALARP and Tolerable. They should: a. Cease routine aviation operations if RtL are identified that are not demonstrably ALARP and Tolerable. b. Establish and maintain an effective ASMS that, wherever possible, exploits the MOD's existing aviation regulatory structures, publications and management practices, to demonstrate an acceptable means of compliance with the requirements in RA 1200 [2] c. Own and manage a robust ASSC [3] for each Air System which demonstrates the Air System is, or is capable of being, safe to operate and operated safely for a given application in a given operating environment. d. Promote and lead by example an Engaged Air Safety culture. e. Identify ADH-Facing Organizations and inform them of their responsibilities detailed in ►RA 1032[4]◄, and challenge any option or action that is proposed or implemented by ADH-Facing Organizations that can undermine the ASSC and result in the activities for which they are responsible not being ALARP and Tolerable. f. Appoint a Senior Operator (SO)[5], a Chief Air Engineer (CAE)[6] , and a Military Continuing Airworthiness Manager (Mil CAM)[7] [2] Refer to RA 1200 – Air Safety Management. [3] Refer to RA 1205 – Air System Safety Cases; the ODH owns the ASSC, but the SDH and DDH should own their contributions to the ASSC. [4] ►Refer to RA 1032 – Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying)-Facing Organizations - Roles and Responsibilities.◄ [5] Refer to RA 1022 – Senior Operator – Air Safety Responsibilities. [6] Refer to RA 1023 – Chief Air Engineers – Air Safety Responsibilities. [7] Refer to RA 1016 – Military Continuing Airworthiness Management.	No
1020[12](01)002	[12]	Authorized	AMC	1020(1).2 - AMC - Role and Responsibilities of the Aviation Duty Holder	2. ODHs should have access to all the levers necessary to manage RtL effectively for all Air Systems in their AoR.	No
1020[12](01)003	[12]	Authorized	AMC	1020(1).3 - AMC - Role and Responsibilities of the Aviation Duty Holder	3. Where operational imperatives exist, excursions from the ADH defined capability envelope, declared to the Operational Commander, should endure for the shortest time possible [8], before being resolved through expansion of the ADH defined capability envelope or cessation of the activity. [8] 72 hours is considered the maximum reasonable period for the ADH defined envelope to be expanded, save in the most exceptional of circumstances.	No
1020[12](01)004	[12]	Authorized	AMC	1020(1).4 - AMC - Role and Responsibilities of the Aviation Duty Holder	4. The Operational Commander should ensure that where operational imperatives preclude ADH authorization, the Operational Commander authorizes the excursion from the ASSC defined operating envelope and provides retrospective justification to the ADH at the earliest opportunity.	No
1020[12](01)005	[12]	Authorized	GM	1020(1).5 - GM - Role and Responsibilities of the Aviation Duty Holder	5. ADHs have a personal legal duty of care for: a. Personnel under their command, b. Those who, by virtue of their temporary involvement in aviation activities, come within an ADH's AoR, c. The wider public who may be affected by their operations.	Guidance
1020[12](01)006	[12]	Authorized	GM	1020(1).6 - GM - Role and Responsibilities of the Aviation Duty Holder	6. By design, the Air Safety Duty Holder (DH) chain sits in parallel with the full Command chain but does not mirror it. In doing so, it minimizes delegations and provides necessary separation, coupled with a degree of beneficial tension between Air Safety and delivery. Nonetheless, the Air Safety ADH governance model does not absolve commanders at any level of their broader, enduring duty of care responsibilities under Common Law and the Health and Safety at Work Act (1974).	Guidance
1020[12](01)007	[12]	Authorized	GM	1020(1).7 - GM - Role and Responsibilities of the Aviation Duty Holder	7. In the execution of their specific ADH responsibilities, ADHs are accountable and answerable to the Secretary of State for Defence (SofS), via their superior DH chain. The conventional chain of command will continue to command and control the delivery of capability outputs, but will not direct, nor attempt to influence, nominated ADHs within that chain in the execution of their accountable Air Safety responsibilities	Guidance
1020[12](01)008	[12]	Authorized	GM	1020(1).8 - GM - Role and Responsibilities of the Aviation Duty Holder	8. While ADHs are personally accountable for RtL and will ultimately determine for themselves the level of Air Safety Risk they are willing to accept, they will be supported by expert advisers. By virtue of their qualifications, training and experience, ADHs will be conversant with managing operating Risk. In the Continuing Airworthiness and Maintenance domain, the ADH will appoint a Mil CAM responsible for the Continuing Airworthiness Management of an Air System. A CAE is also nominated who is responsible for ensuring engineering standards and practices throughout their AoR and providing advice on strategic cross Air System type engineering and support issues[6]. The ADH will also be supported by a Type Airworthiness Authority (TAA) [9], who is personally accountable for the Type Airworthiness of the Air System. [9] Refer to RA 1015 – Type Airworthiness Management - Roles and Responsibilities.	Guidance

1020[12](01)009	[12]	Authorized	GM	1020(1).9 - GM - Role and Responsibilities of the Aviation Duty Holder	9. ADHs must also appoint a SO to support them and be responsible for self regulation and providing internal assurance of operating standards and procedures and Flight Safety. SDHs may or may not appoint an ODH as their SO, depending on circumstances and their preference [5] .	Guidance
1020[12](01)010	[12]	Authorized	GM	1020(1).10 - GM - Role and Responsibilities of the Aviation Duty Holder	10. ADHs must ensure that a safe operating environment and appropriate Assurance is being provided at all tiered establishments and non-MOD Aerodromes [10]. [10] Refer to RA 1010 – Head of Establishment - Aviation Responsibilities ►and Aviation Duty Holder / Accountable Manager (Military Flying) Establishment Responsibilities.◄	Guidance
1020[12](01)011	[12]	Authorized	GM	1020(1).11 - GM - Role and Responsibilities of the Aviation Duty Holder	11. The first line of defence in Air Safety is the establishment of an Engaged Air Safety Culture, underpinned by the application of common sense. The ADH has a key role to play in establishing and sustaining such a culture. An ADHs' responsibilities apply when any person interacts with an Air System within their AoR. They also have a personal level duty of care to all others, including the wider public, who may be affected by their operations. On any occasion when the responsibility for an ASSC is handed over between individuals, a pan-Defence Lines of Development (DLoD) review of the ASSC must be completed [3]	Guidance
1020[12](01)012	[12]	Authorized	GM	1020(1).12 - GM - ADH Engagement	12. It is imperative that ADHs lead by example in nurturing and developing an Engaged Air Safety Culture. The detailed governance mechanisms employed by ADHs can be tailored to the scale and nature of the aviation activity being supervised, but the following elements will be considered as the minimum requirement: a. Air Safety Steering Group (ASSG). A not less than annual forum, chaired by the ODH, to evaluate Air Safety Risk across their AoR and to prioritize available resources and requirements. To be supported by a unified ODH Risk Register and Subject Matter Experts (SME) from ADH-Facing Organizations, when required. b. Air System Safety Working Group (ASSWG). A regular, Type-specific forum, chaired by the ODH to scrutinize the validity of the live ASSC argument and supporting evidence across the DLoDs. c. Programme Boards. Ownership of the ASSC is with the SRO from Concept phase until transfer to the end-user ODH. As such, ODHs will be appropriately represented at Programme Boards by senior, informed and empowered representatives. Objections, on Air Safety grounds, to any actual or proposed course of action will be submitted formally by the ODH, in person or in writing, and the objection(s) minuted accordingly. d. Budgetary Planning. During routine budgetary planning, ADHs will be afforded the opportunity to seek additional resources to mitigate all RtL so that they are ALARP and Tolerable. They will be given full and timely visibility of any measures that potentially affect Air Safety adversely, to ensure authoritative and appropriate impact statements inform auditable planning process decision making	Guidance
1020[12](01)013	[12]	Authorized	GM	1020(1).13 - GM - ADH Responsibilities in Operations	13. Operating Envelope. An ADH is personally legally responsible for ensuring that RtL from the activities associated with the generation and sustainment of Force Elements (FE) [11] is ALARP and Tolerable. The operating envelope is bounded by, among other things: declared role(s); competency, currency and readiness of personnel; the Release To Service (RTS); defined Tactics, Techniques and Procedures (TTP); and Regulations. The boundaries of the operating envelope will be defined by the ADH in the ASSC and limit the scope of operations which can be demonstrated to be ALARP and Tolerable. The ADH may adjust and redefine the boundary as changes in capability or Operational context occur. For example, an envelope may be expanded leading up to deployment on or during, an operation to accommodate capability increments, such as Urgent Capability Requirements (UCR). [11] Components of capability comprising, among other things; personnel, training, platforms, their serviceability and sustainment	Guidance
1020[12](01)014	[12]	Authorized	GM	1020(1).14 - GM - ADH Responsibilities in Operations	14. ADH and Operational Commander Responsibilities with respect to Operational Employment. Aviation FEs are allocated to an Operational Commander when authorized under a Chief of Defence Staff's (CDS) directive to employ subordinate FEs in pursuit of operational objectives. The ADH is responsible to the Operational Commander for their operational readiness in their declared role(s), and for the continuing management of all operating RtL so that they remain ALARP and Tolerable within the operating envelope defined in the ASSC (ie for RtL other than that arising from hostile action [12]). An Operational Commander has the authority to employ allocated FEs in operational tasks at their discretion, bounded by the Laws of Armed Conflict, CDS's Directive, the accompanying Rules Of Engagement (ROE), superior command direction, the FE's defined operating envelopes and due regard to RtL of the forces under their command. [12] Survivability in a hostile environment and associated balance of Risk will be addressed by the operational command chain when considering the deployment of Air Systems on operations, in consultation with the ADH and ADH chain (as appropriate).	Guidance
1020[12](01)015	[12]	Authorized	GM	1020(1).15 - GM - ADH Responsibilities in Operations	15. Operational Imperative to exceed Operating Envelope. The limit of an ADH's responsibility and accountability for managing operating RtL in the operational domain is defined as the point at which an Operational Commander directs any relevant activity (operating and / or support) that transcends the operating boundary set by the ADH. In doing so, the Operational Commander will be prepared to justify their actions in retrospect, preferably via a context based auditable Risk analysis. It is acknowledged that the urgency of a particular situation may preclude such a process being carried out formally. Nevertheless, the principles of such a process will inform the Operational Commander's judgements and will be seen to have done so.	Guidance

1020[12](01)016	[12]	Authorized	GM	1020(1).16 - GM - ADH Responsibilities in Operations	16. Premeditated Change to Operating Envelope[13] Where employment of aviation FEs outside of the ASSC defined operating envelope is premeditated: a. The Operational Commander will make every effort to understand the residual Risk to properly assess tolerability. Therefore, they will seek advice of the relevant ADH (or their deployed senior representative [14] in Theatre) on the level of Risk, potential mitigations and, if appropriate, alternative courses of action. If direct consultation with the ADH is not achieved, the Operational Commander will make the ADH aware at the earliest opportunity. b. RTS excursions will be kept to a minimum and are only to be undertaken when time has precluded the ADH requesting an amendment to the RTS. In any event, such excursions will be notified to the Release To Service Authority. c. When, following due consideration and the application of any caveats or controls, an ADH determines that the RtL is ALARP and Tolerable and endorses such an excursion, the operating envelope will be considered redefined and the ADH thereby accepts and owns the associated Risk. d. If it is not prudent or practical for the ADH chain to expand the ASSC defined operating envelope, the Operational Commander will accept the RtL, following full ADH consultation. In such cases, the Operational Commander will justify and record the decision to operate outside the envelope described by the ASSC. e. Where it is identified that the required operational effect cannot be achieved while maintaining compliance with the MRP, the Operational Commander will consult with the ADH chain as soon as possible. If no compliant solution can be identified, and the Operational Commander judges that the residual Risk is justified by the potential operational benefit, the Operational Commander will accept the RtL before operations continue. Operational Commander and ADH will consult with the MAA in such cases as soon as practicable. f. Where a substantive and significant difference of opinion between an ADH and an Operational Commander arises, the ADH has the option to elevate their concerns to the National Contingent Commander (NCC) or the Chief of Joint Operations (CJO). The ADH, NCC and CJO all have the option to refer the issue to CDS. [13] Refer to RA 1210 – Ownership and Management of Operating Risk (Risk to Life). [14] The nomination of a deployed senior representative is in the context of managing RtL and at the discretion of the ADH, and is not necessarily the same individual as the Deployed SO (see paragraph 17), which is a different and specifically defined role. Though deployed senior representatives provide advice on behalf of the relevant ADH, this need not necessarily be exclusive to their assuming roles in the operational command chain.	Guidance
1020[12](01)017	[12]	Authorized	GM	1020(1).17 - GM - ADH Responsibilities in Operations	17. Deployed SO and CAE. ADHs may appoint deployed SO and CAE to assist in developing and implementing the associated processes. They are responsible to their parent ADHs for providing internal assurance of deployed operating procedures, standards and Flight Safety, and Engineering standards and practices. Deployed SO or CAE are responsible directly to the relevant ADH, but need not necessarily be exclusive to them assuming roles in the operational command chain.	Guidance
1020[12](01)018	[12]	Authorized	GM	1020(1).18 - GM - ADH Responsibilities in Operations	18. Support Structures and Processes. The implementation of the above principles will require exploitation of existing structures and processes, some of which may need to be adapted. Additional supporting mechanisms may need to be developed, that will need to integrate and be coherent with extant arrangements such as the ADH's ASSC, including Risk Register, ASSG and ASSWG processes. Establishment of working dialogues between operational command and ADH chains will ensure that respective responsibilities and constraints on the deployed air systems are thoroughly understood.	Guidance
1020[12](02)	[12]	Authorized	Regulation	1020(2) - Regulation - Aviation Duty Holder Nomination	1020(2) Each Service Chief shall be an SDH by virtue of position, and personally appoint by name ODHs and DDHs within their AoRs	No
1020[12](02)019	[12]	Authorized	AMC	1020(2).19 - AMC- Aviation Duty Holder Nomination	19. SDHs should ensure that all Air Systems in their AoR are operated under the accountability of appropriate ADHs.	No
1020[12](02)020	[12]	Authorized	AMC	1020(2).20 - AMC- Aviation Duty Holder Nomination	20. SDHs should ensure that the ODHs and DDHs that they appoint are operators that are Suitably Qualified and Experienced Persons (SQEP) (see paragraph 23 and 26).	No
1020[12](02)021	[12]	Authorized	AMC	1020(2).21 - AMC- Aviation Duty Holder Nomination	21. Names of ODH and DDH nominees should be submitted for endorsement by the MAA Director (Dir MAA) in accordance with MAA 03 Annex G [15]. [15] Refer to MAA03: Military Aviation Authority Regulatory Processes	No
1020[12](02)022	[12]	Authorized	AMC	1020(2).22 - AMC- Aviation Duty Holder Nomination	22. ODHs, DDHs, SOs [16], CAEs [16], and Mil CAMs should attend the Duty Holder Air Safety Course (DHASC) [17]. ODHs and DDHs should complete the DHASC prior to assuming their appointments. Bespoke training should be provided for SDHs on appointment. [16] At all ADH levels. [17] For further training details see RA 1440 – Air Safety Training.	No

1020[12](02)023	[12]	Authorized	GM	1020(2).23 - GM- Aviation Duty Holder Nomination	23. ADH Levels. The SDH appoints by name ODHs and DDHs who are SQEP and appointees are required to acknowledge and accept formally their ADH responsibilities. In the execution of their specific ADH responsibilities, ADHs are accountable and answerable to the SofS, via their superior ADH chain. ADHs are nominated at three levels in each Service: a. Senior. SDHs are personally legally responsible and accountable for ensuring that: an effective, end-to-end ASMS is resourced, implemented and appropriately managed in their AoRs; and that those personnel under their command who are engaged directly in Defence Aviation are suitably qualified, trained, experienced and equipped. b. Operating. ODHs are 2* operators who are personally legally responsible and accountable for the safe operation, Continuing Airworthiness and Maintenance [18] of the Air Systems in their defined AoR. An ODH owns and is responsible for the management and upkeep of the ASSC for each of their Air Systems. ODHs are accountable to their respective SDH for air safety, provide the SDH with relevant subject matter advice, and have right of direct access. c. Delivery [19]. DDHs are personally legally responsible and accountable for the safe operation, Continuing Airworthiness and Maintenance[19] of the Air Systems in their defined AoR. DDHs are accountable to their designated ODH for Air Safety, provide the ODH with relevant subject matter advice, and have right of direct access. Where units of one DDH operate from the estate, or are supported by the resources of another, suitable arrangements will be in place to delineate clearly Air Safety responsibilities – the ADH providing support is acting as an ADH-Facing Commanding Officer. [18] Where the Maintenance of an Air System is in whole, or in part, conducted by a Mil Part 145 accredited organization, ADH responsibilities in this regard will be limited to oversight activities via their CAE and TAA, including validation of output standards, and the meeting of any contractual obligations [19] DDHs will routinely be appointed at OF5 / air station Command level, but their responsibilities may extend over several sites / subunits. Lower levels of appointment may be appropriate in certain specialist areas, such as Test & Evaluation and certain categories of Remotely Piloted Air Systems.	Guidance
1020[12](02)024	[12]	Authorized	GM	1020(2).24 - GM- Aviation Duty Holder Nomination	24. Joint Organizations. An ODH of a Joint organization may be accountable to multiple SDHs. This will not conflict with an ODH's ability to discharge their responsibilities.	Guidance
1020[12](02)025	[12]	Authorized	GM	1020(2).25 - GM- Aviation Duty Holder Nomination	25. Endorsement. ODH and DDH appointments need to be endorsed by the MAA on the basis of evidence provided demonstrating that they are suitably qualified, experienced and trained for the role.	Guidance
1020[12](02)026	[12]	Authorized	GM	1020(2).26 - GM- Aviation Duty Holder Nomination	26. SQEP. Utilizing the ODH and DDH submission template contained within MAA 03 Annex G [15], Service workforce agencies will provide detailed Terms of Reference for the nominated ADH and an evidence-based argument as to why the nominee is deemed SQEP.	Guidance
1020[12](03)	[12]	Authorized	Regulation	1020(3) - Regulation - Responsibilities of Aviation Duty Holder-Facing Organizations	►Withdrawn – Incorporated into RA 1032.◄	No
1020[12](03)027	[12]	Authorized	AMC	1020(3).27 - AMC - Responsibilities of Aviation Duty Holder-Facing Organizations	27. ►Withdrawn – Incorporated into RA 1032.◄	No
1020[12](03)028	[12]	Authorized	GM	1020(3).28 - GM - Responsibilities of Aviation Duty Holder-Facing Organizations	28. ►Withdrawn – Incorporated into RA 1032.◄	Guidance
1021[06]	[06]	Authorized	RA	1021 - RA (Issue 6) - Release To Service Authorities - Roles and Responsibilities	On behalf of the Senior Duty Holder (SDH), the Release To Service Authority (RTSA) assures an Air System's Release To Service Recommendations (RTSR)►◄ and ►ensures◄ that ►identified◄ Risks to Life (RtL) have been ►◄ brought to the attention of the Operating Duty Holder (ODH), before issuing the Release To Service (RTS)1. When an Air System enters service or is subject to a ►Design Change◄ or change in limitation, it is important that the ODH understands the Risks associated with operating the Air System within the defined envelope and puts in place appropriate mitigation to manage RtL to an As Low As Reasonably Practicable and Tolerable level before acceptance of said Risks. This Regulation details the roles and responsibilities of the RTSA to ensure that this communication and acceptance of Risk is rigorously undertaken and that the integrity►◄ of the RTS is maintained	
1021[06](01)	[06]	Authorized	Regulation	1021(1) - Regulation - Roles and Responsibilities	The RTSA shall authorize, issue, and maintain the integrity ►of the RTS◄ through-life ►◄ to provide the Aviation Duty Holder (ADH) chain with independent Air Safety Assurance of the Air Systems for which the SDH is responsible.	No
1021[06](01)001	[06]	Authorized	AMC	1021(1).1 - AMC - Roles and Responsibilities	The RTSA should: a. Authorize and issue an initial RTS and subsequent RTS amendments. b. Provide assurance of the RTSR including that all RtL apparent at the point of RTS issue and subsequent amendments, have been identified and brought to the attention of the ODH. c. ►Provide◄ independent Assurance ►to the SDH◄ that Defence Lines of Development (DLoD) ►and the Air System Safety Case (ASSC) are sufficiently mature for the RTS to be issued.◄ d. Have an Air Safety Management System (ASMS) ►◄ that describes how ►the RTSA assess◄ changes to an Air System, and any associated limitations and procedures►◄. The RTSA ASMS interfaces with those of the Type Airworthiness Authority and the ODH. e. Be engaged with an ODH's Air System Safety Case (ASSC) governance structure (including the Air System Safety Working Group (ASSWG) process) and provide assurance to the SDH that the integrity of the RTS is maintained. [4] Refer to RA 5810 – Military Type Certificate (MRP 21 Subpart B), and RA 5820 – Changes in Type Design (MRP 21 Subpart D).	No
1021[06](01)002	[06]	Authorized	GM	1021(1).2 - GM - Roles and Responsibilities	The RTSA for each Service's Air Systems will receive appropriate letters from their Service SDH delegating the authority to issue and amend the Air System RTS documents for their Service.	Guidance
1021[06](01)003	[06]	Authorized	GM	1021(1).3 - GM - Roles and Responsibilities	Delegation of any aspect of responsibility to Delegated RTSA (DRTSA) ►will◄ be via a Letter of Delegation specifying clearly the limits of authority. ►The LoD from RTSA to DRTSA will include the terms of the delegation by which the DRTSA is empowered to authorize Operational Emergency Clearances and Clearances with Limited Evidence.◄	Guidance

1021[06](01)004	[06]	Authorized	GM	1021(1).4 - GM - Release To Service Authorities Roles and Responsibilities	The RTSA has a responsibility to maintain the integrity of the Air System RTS.	Guidance
1021[06](01)005	[06]	Authorized	GM	1021(1).5 - GM - Release To Service Authorities Roles and Responsibilities	Where a platform is operated by more than one Service a single RTSA may be identified to issue and amend the Air System's RTS on behalf of the other Service(s). This will be agreed by the relevant SDHs and underpinned by a Service Level Agreement (SLA) which will include the periodicity of review of the SLA. For Remotely Piloted Air Systems (RPAS) requiring an RTS[5], the single RTSA to issue and amend the Air System's RTS will be agreed by the relevant DRTSAs and underpinned by a DRTSA letter, which will specify the limits of authority and the review timings. [5] Open category and Specific S1 sub-category RPAS do not require an RTS. Specific S2 sub-category and Certified Category RPAS require an RTS.	Guidance
1021[06](01)006	[06]	Authorized	GM	1021(1).6 - GM - Release To Service Authorities Roles and Responsibilities	Any amendments to the RTS will require active and close consultation between the interested parties to ensure that any RtL is being appropriately captured and managed. This will form part of the ODH's ASSC governance. In considering amendments to a RTS, the RTSA will ultimately act in the interests of the SDH.	Guidance
1021[06](01)007	[05]	Authorized	GM	1021(1).7 - GM - Operating and support elements	The RTSA will need to assure the DLoD assessment, outlined in RA 1205[6], ►◄ covers as a minimum: a. A statement from DLoD owners describing the degree to which each DLoD is ready to support the operation of the Air System. b. Evidence of analysis that identifies gaps in DLoD requirements. c. Evidence of analysis that identifies RtL associated with such gaps or lack of appropriate evidence. d. Evidence of analysis that identifies measures to mitigate RtL. e. f. Evidence that appropriate levels of Test and Evaluation[7] have taken place. [6] Refer to RA 1205 – Air System Safety Cases. [7] Refer to RA 2370 – Test and Evaluation.	Guidance
1021[06](01)008	[06]	Authorized	GM	1021(1).8 - GM - Operating and support elements	The MOD Knowledge in Defence[8] provides guidance on the responsibilities of Project and Programme Boards. Programme/Project Boards will have the authority to ensure that Capability Integration Working Groups (CIWG) are established to take the lead in pan-DLoD integration activity. Implicit in this integration task is a requirement to ensure that the work and outputs of CIWGs benefit from the inclusion of Air Safety expertise and scrutiny. [8] http://aof.uwh.diif.r.mil.uk/index.htm, see "Programme Governance and Management Roles".	Guidance
1021[06](01)009	[06]	Authorized	GM	1021(1).9 - GM - Operating and support elements	By including a risk assessment as part of the formal DLoD declaration, the DLoD owner provides to the RTSA and ODH the necessary evidence to allow them to assure themselves that the Air System ►is safe to operate and◄ can be operated safely ►◄.	Guidance
1022[05]	[05]	Authorized	RA	1022 - RA (Issue 5) - Senior Operator - Roles and Responsibilities	Aviation Duty Holders (ADH)[1] are responsible for implementing effective Air Safety Management Systems (ASMS) and ensuring that Risk to Life (RtL) of their air operations are at all times As Low As Reasonably Practicable (ALARP) and Tolerable. The absence of independent review of Air Safety issues may result in poor risk management and Air Safety decision making. To support ADHs in discharging their responsibilities they will appoint a Suitably Qualified and Experienced Person (SQEP) Crown Servant Senior Operator (SO) 2 to provide independent Air Safety oversight, assurance and operator support. [1] Consists of three levels of coverage: Senior Duty Holder (SDH), Operating Duty Holder (ODH), andDelivery Duty Holder (DDH). [2] See Table 1 – SO SQEP Criteria.	No
1022[05](01)	[05]	Authorized	Regulation	1022(1) - Regulation - Senior Operators	ADHs shall be supported by a SQEP Crown Servant SO.	No
1022[05](01)001	[05]	Authorized	AMC	1022(1).1 - AMC - Senior Operators	Each ADH should issue their SO with a Letter of Authority (LoA) detailing their responsibilities.	No
1022[05](01)002	[05]	Authorized	AMC	1022(1).2 - AMC - Senior Operators	When the issuer of a LoA departs their post, all LoAs issued by that individual should remain valid for a maximum of 3 months or until a new LoA is issued.	No
1022[05](01)003	[05]	Authorized	AMC	1022(1).3 - AMC - SDH SO	Each SDH should select and appoint a SQEP SO[3] to provide them with advice on operating RtL and Air Safety assurance. Where an appointed SDH SO does not meet these criteria in Table 1, the SDH should inform MAA Head of Operating Assurance (DSA-MAA-Operating-Assurance-Hd). [3] SDHs may or may not appoint an ODH as their SO, depending on circumstances and their preference in accordance with RA 1020 – Aviation Duty Holder and Aviation Duty Holder-Facing Organizations – Roles and Responsibilities.	No
1022[05](01)004	[05]	Authorized	AMC	1022(1).4 - AMC - SDH SO	SDH SOs should provide their SDH with Assurance that: a. ODH ASMS and Air System Safety Cases (ASSC) properly support the ODH Air System ALARP and Tolerable assessments. b. Operating practices across their appropriate Service are to the appropriate standard.	No
1022[05](01)005	[05]	Authorized	AMC	1022(1).5 - AMC - SDH SO	SDH SOs should provide their SDH with advice on: a. Operating and operational RtL. While the Operational Commander (Op Comd) is responsible for operational risk, the SO should be aware of operational considerations to ensure operating aspects within the purview of the ODHs are appropriately considered. b. Operating issues associated with changes to the operating environment or context and the acquisition of new Air Systems or air capabilities. c. Air Safety measures, such as new equipment, procedures or Air System modifications, proposed by ODHs in support of their ALARP and Tolerable position.	No

1022[05](01)006	[05]	Authorized	AMC	1022(1).6 - AMC - ODH SO	Each ODH should select and appoint a suitably experienced Aircrew as a SO to provide them with independent specialist operator support in delivering their Air Safety responsibilities. Where the selected ODH SO does not meet the criteria in Table 1, the ODH should inform the SDH SO and, additionally for essential criteria, the MAA (DSA-MAA-Operating-Assurance-Hd). a. To ensure independent Air Safety oversight and assurance the SO should be as separate as possible from the direct chain of command charged with delivery. b. ODH SOs are not required to have been qualified on all types operated by the ODH but should be suitably experienced Aircrew able to critically review operating proposals raised by DDHs and Force Commanders (FC).	No
1022[05](01)007	[05]	Authorized	AMC	1022(1).7 - AMC - ODH SO	ODH SOs should provide their ODH with Air Safety assurance that: a. ODH and DDH ASMSs and their contributions to the ODH ASSCs are fully supported by DDH determinations that Air System operations remain ALARP and Tolerable. b. Operating RtL Air Safety assessments are valid. c. Operating standards are being maintained at an appropriate level.	No
1022[05](01)008	[05]	Authorized	AMC	1022(1).8 - AMC - ODH SO	ODH SOs should provide their ODH with the following: a. Independent scrutiny of DDH and FC proposals that concern Air Safety issues such as risk elevation, Duty Holder Advice Notes (DHAN) or equivalent, and Air Safety related Annual Budgetary Cycle (ABC) options. b. Advice on operating and operational RtL. While the Op Comd is responsible for operational risk, the SO should be aware of operational considerations to ensure operating Air Safety aspects within the purview of the ODH are appropriately covered. c. Independent Air Safety assessment of DDH assurance, including Air Safety practice and safety culture. d. Where appropriate, advice on operating issues associated with acquisition of new Air Systems and their developing ASSC.	No
1022[05](01)009	[05]	Authorized	AMC	1022(1).9 - AMC - DDH SO	Each DDH should: a. Select and appoint a SQEP[2] SO to provide them with independent specialist operator support in delivering their Air Safety responsibilities. Where the selected DDH SO does not meet the criteria in Table 1, the DDH should inform the ODH and MAA (DSA-MAA-Operating-Assurance-Hd). (1) For DDH Area of Responsibility (AoR) with a single Air System, the DDH SO should either be currently or previously qualified on type. (2) For DDH AoRs with multiple Air Systems, DDH SOs should be currently or previously qualified on one type, but are not required to be currently or previously qualified on all types. Additionally, they should be suitably experienced Aircrew able to critically review operating proposals raised by Squadron Commanders or equivalent for Air Systems within the DDH's AOR. b. To ensure independent Air Safety oversight and assurance the SO should be as separate as possible from the direct chain of command charged with delivery. [2] See Table 1 - SO SQEP Criteria.	No
1022[05](01)010	[05]	Authorized	AMC	1022(1).10 - AMC - DDH SO	DDH SOs should provide their DDH with Assurance that: a. DDH ASMS and DDH contribution to ASSCs are fully supported by DDH determinations that Air System operation remains ALARP and Tolerable. b. Operating RtL assessments are valid. c. Operating standards are being maintained at an appropriate level.	No
1022[05](01)011	[05]	Authorized	AMC	1022(1).11 - AMC - DDH SO	DDH SOs should provide their DDH with the following: a. Independent scrutiny of Force Element Air Safety issues such as risk elevation, DHAN or equivalent, and Air Safety based ABC options. b. Advice on operating and operational RtL. While the Op Comd is responsible for operational risk, the SO should be aware of operational considerations to ensure operating Air Safety aspects within the purview of the DDH are appropriately covered. c. Independent assessment of DDH assurance including Air Safety practice and safety culture. d. Where appropriate, advice on operating issues associated with acquisition of new Air Systems and their developing ASSC.	No
1022[05](01)012	[05]	Authorized	GM	1022(1).12 - GM - Senior Operators	It is not expected that ADH SOs will personally complete the actions that are detailed in the AMC above. It is expected that ADH SOs will direct working arrangements using suitable staff, such as Air Safety and Standards, to provide the necessary information to enable an independent (derived from outwith the direct delivery chain) view to be formed.	Guidance
1022[05](01)013	[05]	Authorized	GM	1022(1).13 - GM - Senior Operators	The SO plays a key role supporting the ADH in discharging their Air Safety responsibilities. This is not about being the most SQEP on type but is about being experienced enough to undertake critical analysis of Air Safety related operating issues. Separated from the pressures of delivery, the experienced Aircrew SO, specifically selected by the ADH, provides independent oversight of flying operations.	Guidance
1022[05](01)014	[05]	Authorized	GM	1022(1).14 - GM - Senior Operators	For single type ADH Organizations the SO would ideally be qualified and current on type but where this is impracticable, a previous qualification on type may be considered by an ADH, set against the prospective SO's time away from flying.	Guidance
1022[05](01)015	[05]	Authorized	GM	1022(1).15 - GM - Senior Operators	Similarly, for multi-type ADH Organizations, the SO would ideally be qualified and current on one or more of the types in the AoR, but where this is impractical, a previous qualification on one or more of the types may be considered by an ADH, set against the SO's time away from flying. Additionally, ADHs may need to assess whether a potential multi-type SO has the breadth of military aviation experience pertinent to the range of Air Systems within the AoR.	Guidance

1022[05](01)016	[05]	Authorized	GM	1022(1).16 - GM - Senior Operators	Removed from the direct pressures of delivery, the SO's value is in forming a view of unit Air Safety culture and the performance of the ADH's ASMS. Through oversight of unit operating and Air Safety assurance (1st Party Assurance and 2nd Party Assurance) the SO can assure the ADH that the appropriate operating standards are being met and that operating procedures[4] are fit for purpose, or, when this is not the case, highlight any areas of deficiency and suggest action to rectify identified shortfalls. [4] Such as Aircraft Operating Authority and unit Flying Orders, Aircrew elements of Air System Document Set and Standard Operating Procedures / Tactics Techniques and Procedures.	Guidance
1022[05](01)017	[05]	Authorized	GM	1022(1).17 - GM - Senior Operators	The SO plays an important role in guarding against groupthink through their challenging of existing norms and use of a questioning culture. It is important that the SO critically considers contributions to decisions that elevate or inform higher level ADHs of emerging Air Safety operating RtL.	Guidance
1023[06]	[06]	Authorized	RA	1023 - RA (Issue 6) - Chief Air Engineers – Air Safety Responsibilities	Aviation Duty Holders (ADHs) are personally accountable[1] for ensuring the safe operation of Air Systems within their Area of Responsibility (AoR) and for ensuring that the associated Risks to Life (RtL) are As Low As Reasonably Practicable and Tolerable. Without appropriate specialist support, from a Suitably Qualified and Experienced Person (SQEP), technical aspects of an ADH's RtL assessments could become inaccurate and this would undermine their Air Safety Management System (ASMS). RA 1023 requires ADHs to be supported by a Chief Air Engineer (CAE) who is a SQEP Crown Servant. [1] Refer to RA 1020 – Aviation Duty Holder and Aviation Duty Holder-Facing Organizations – Roles and Responsibilities.	No
1023[06](01)	[06]	Authorized	Regulation	1023(1) - Regulation - Chief Air Engineers	Each ADH shall be supported by a SQEP Crown Servant CAE.	No
1023[06](01)001	[06]	Authorized	AMC	1023(1).1 - AMC - Chief Air Engineers	ADH CAEs should hold a Letter of Authority.	No
1023[06](01)002	[06]	Authorized	AMC	1023(1).2 - AMC - Chief Air Engineers	When the issuer of a Letter of Authority departs their post, all Letters of Authority issued by that individual should remain valid for a maximum period of 3 months from when their replacement receives their own Letter of Authority. During this period, all sub-delegations should be reviewed and renewed as appropriate by the new incumbent.	No
1023[06](01)003	[06]	Authorized	AMC	1023(1).3 - AMC - Senior Duty Holder (SDH) CAE	Each SDH should: a. Appoint a SQEP Crown Servant CAE to provide them with specialist technical support in delivering their Air Safety responsibilities. b. Issue the SDH CAE with a personal Letter of Authority detailing their responsibilities[2]. [2] Refer to RA 1006 – Delegation of Engineering Authorizations.	No
1023[06](01)004	[06]	Authorized	AMC	1023(1).4 - AMC - Senior Duty Holder (SDH) CAE	SDH CAEs should provide their SDH with Assurance that: a. Air Systems, Airborne Equipment and Airfield Support Equipment across the appropriate Service are being maintained in accordance with (iaw) extant Regulations, procedures, orders, the Air System Document Set (ADS), Approved Data and higher level instructions. b. Engineering practices across their appropriate Service are to the appropriate standard.	No
1023[06](01)005	[06]	Authorized	AMC	1023(1).5 - AMC - Senior Duty Holder (SDH) CA	SDH CAEs should provide their SDH with the following: a. Technical advice on RtL. b. Advice on technical issues associated with the acquisition of new Air Systems or air capabilities.	No
1023[06](01)006	[06]	Authorized	AMC	1023(1).6 - AMC - Senior Duty Holder (SDH) CA	SDH CAEs should ensure that: a. Operational Duty Holder (ODH) CAEs meet the SQEP criteria in Table 1 below. Where an appointed ODH CAE does not meet these criteria, the SDH CAE should personally authorize non-compliance on a case-by-case basis and inform the MAA[3] of such decisions. b. They issue ODH CAEs with personal Letters of Authority detailing their responsibilities, including the requirement for identifying appointed Level J and Level K authorized posts within the ODH's AoR[2]. c. ODH CAEs are effective in the conduct of their role. [2] Refer to RA 1006 – Delegation of Engineering Authorizations. [3] DSA-MAA-OA-ACC@mod.gov.uk. [4] Course validities are detailed in RA 1440 – Air Safety Training.	No
1023[06](01)007	[06]	Authorized	AMC	1023(1).7 - AMC - ODH CAE	Each ODH should appoint a SQEP Crown Servant CAE to provide them with specialist technical support in delivering their Air Safety responsibilities.	No
1023[06](01)008	[06]	Authorized	AMC	1023(1).8 - AMC - ODH CAE	ODH CAEs should provide the ODH and SDH CAE with Assurance that: a. Air Systems, Airborne Equipment and Airfield Support Equipment are being maintained iaw extant Regulations, procedures, orders, the ADS, Approved Data and higher level instructions. b. Engineering practices across all ODH Air Systems and organizations are to the appropriate standard.	No
1023[06](01)009	[06]	Authorized	AMC	1023(1).9 - AMC - ODH CAE	ODH CAEs should provide the ODH with the following: a. Technical advice on RtL. b. Advice on technical issues associated with the acquisition of new Air Systems or air capabilities.	No

1023[06](01)010	[06]	Authorized	AMC	1023(1).10 - AMC - ODH CAE	ODH CAEs should ensure: a. Delivery Duty Holder (DDH) CAEs meet the SQEP criteria in Table 1. Where an appointed DDH CAE does not meet these criteria, the ODH CAE should personally authorize non-compliance on a case-by-case basis and inform the MAA[3] of such decisions. b. That they issue DDH CAEs with personal Letters of Authority detailing their responsibilities, including the requirement for identifying appointed Level J and Level K authorized posts within the DDH's AoR[2]. c. DDH CAEs are effective in the conduct of their role. d. Military Continuing Airworthiness Managers[5] are effective in the conduct of their role. e. That when multiple DDHs are operating from the same Station/Ship/Unit or Site, engineering activity is coordinated between all DDH CAEs. [2] Refer to RA 1006 – Delegation of Engineering Authorizations. [3] DSA-MAA-OA-ACC@mod.gov.uk. [5] Refer to RA 1011 – Military Continuing Airworthiness Manager Responsibilities.	No
1023[06](01)011	[06]	Authorized	AMC	1023(1).11 - AMC - ODH CAE	ODH CAEs should: a. Act as the Engineering lead for the ODH engineering Quality Management System (QMS)[6]. b. Act as the Engineering lead for the ODH ASMS[7], including for all support activities, ensuring that their AoR is adequately supported, resourced and managed in order to be safe to operate. [6] Refer to RA 4700 – Military Air Environment Quality Policy. [7] Refer to RA 1200 – Defence Air Safety Management.	No
1023[06](01)012	[06]	Authorized	AMC	1023(1).12 - AMC - DDH CAE	Each DDH should appoint a SQEP Crown Servant CAE to provide them with specialist technical support in delivering their Air Safety responsibilities within their AoR.	No
1023[06](01)013	[06]	Authorized	AMC	1023(1).13 - AMC - DDH CAE	DDH CAEs should provide the DDH with the following: a. Technical advice on RtL. b. Advice on technical issues associated with the acquisition of new Air Systems or air capabilities.	No
1023[06](01)014	[06]	Authorized	AMC	1023(1).14 - AMC - DDH CAE	DDH CAEs should ensure that: a. Air Systems, Airborne Equipment and Airfield Support Equipment are being maintained iaw extant Regulations, procedures, orders, the ADS, Approved Data and higher level instructions. b. Engineering practices across all DDH Air Systems and organizations are to the appropriate standard. c. An effective DDH level engineering QMS[6] is in place. d. An effective process for the delegation[2] of engineering authorizations is in place. e. When multiple DDHs operate from the same Station/Ship/Unit or Site, all engineering activity is coordinated. [2] Refer to RA 1006 – Delegation of Engineering Authorizations. [6] Refer to RA 4700 – Military Air Environment Quality Policy.	No
1023[06](01)015	[06]	Authorized	AMC	1023(1).15 - AMC - DDH CAE	The DDH CAE should act as the engineering lead for the DDH ASMS[7], including all support activities and ensure that their AoR is adequately resourced to support the DDH's ASMS. [7] Refer to RA 1200 – Defence Air Safety Management.	No
1023[06](01)016	[06]	Authorized	AMC	1023(1).16 - AMC - DDH CAE	DDH CAEs should provide the DDH and ODH CAE with Assurance of para 14.	No
1023[06](01)017	[06]	Authorized	GM	1023(1).17 - GM - Chief Air Engineers	Where Air System type-specific managers courses are not available, or a DDH CAE is responsible for several Air System types, an appropriate level of technical familiarisation is required for each Air System type.	Guidance
1023[06](01)018	[06]	Authorized	GM	1023(1).18 - GM - Chief Air Engineers	It is understood that due to extant contractual arrangements, DDH CAEs may not be able to ensure that all Air Systems, Airborne Equipment and Airfield Support Equipment within their AoR are being maintained iaw extant Regulations and procedures, or engineering practices and Maintenance organizations are to the appropriate standard. In such circumstances, DDH CAEs need to conduct robust assurance activity in order to provide the DDH with an equivalent level of specialist engineering support.	Guidance
1023[06](01)019	[06]	Authorized	GM	1023(1).19 - GM - Chief Air Engineers	An ADH is accountable[1] for the Continuing Airworthiness of the Air Systems in their AoR, which includes the Maintenance of those Air Systems. When an ADH has a Military Maintenance Organization in their AoR, they are required[8] to appoint an individual that is responsible for ensuring that all Maintenance is carried out in compliance with MRP Part 145. This appointed person is typically expected to be the DDH CAE. [1] Refer to RA 1020 – Aviation Duty Holder and Aviation Duty Holder-Facing Organizations – Roles and Responsibilities. [8] Refer to RA 4806(1): Accountable Manager (Maintenance) (MRP 145.A.30(a)).	Guidance
1024[09]	[09]	Authorized	RA Rationale	Accountable Manager (Military Flying)	Air Systems that are operated on the UK Military Aircraft Register (MAR) by Defence Contractor Flying Organizations (DCFO) do so under the Contractor Flying Approved Organization Scheme[1] (CFAOS). The delivery of safe aviation demands the assignment of an individual, legally accountable for ensuring that aviation Risks to Life (RtL) are As Low As Reasonably Practicable (ALARP) and Tolerable. This RA requires ►DCFOs◄ to appoint an ►◄ individual, the Accountable Manager (Military Flying) (AM(MF)), ►who is legally accountable for the ownership and management of operating RtL.◄ [1] The CFAOS is the approval mechanism underpinning the competence of DCFOs that operate Air Systems on the UK MAR but not under the Aviation Duty Holder (ADH) construct.	No

1024[09](01)	[09]	Authorized	Regulation	Roles and Responsibilities	1024(1) AM(MF)s shall actively manage Air Safety via an Air System Safety Case (ASSC), managed via an Air Safety Management System (ASMS) to ensure that RtL[2] are ALARP and Tolerable for each Air System within their defined Areas of Responsibility (AoR). [2] ►Refer to◄ RA 1210 – Ownership and Management of Operating Risk (Risk to Life).	No
1024[09](01)001	[09]	Authorized	AMC	Roles and Responsibilities	1. AM(MF)s should be accountable for the maintenance of standards and Safety primarily focused on RtL.	No
1024[09](01)002	[09]	Authorized	AMC	Roles and Responsibilities	2. AM(MF)s should: a. Own and manage ►an◄ ASSC[3] for each Air System ►within their AoR◄ that demonstrates the Air System is safe to operate and ►being◄ operated safely ►within a clearly defined context[4].◄ b. Cease aviation operations if RtL are identified that are not demonstrably ALARP and Tolerable. c. Challenge any actions or measures ►◄ that ►could◄ undermine the ASSC, and might result in the ►RtL in◄ activities for which the AM(MF) is responsible ►◄ no longer being ALARP and Tolerable. d. Ensure the following are established and maintained: (1) An ASMS ►◄[5]. (2) An Operations Manual which conveys how the organization meets the requirements of the MAA Regulatory Publications (MRP). (3) A Flight Safety organization ►◄[6]. (4) An effective Quality Management System (QMS), certified by a national accreditation body, with a scope appropriate to the organization's aviation operations. (5) An Occurrence Reporting and Error Management System ►◄[7]. e. ►Actively promote, and demonstrate leadership commitment to,◄ an Engaged Air Safety culture[8]. f. Act as the organization's senior point of contact with the MAA. [3] Refer to RA 1205 – Air System Safety Cases. [4] ►That is, for a given application(s) in a given operating environment(s).◄ [5] Refer to RA 1200 – Air Safety Management. [6] Refer to RA 1400 – Flight Safety. [7] Refer to RA 1410 – Occurrence Reporting and Management. [8] Refer to the MAA Manual of Air Safety (MAS).	No
1024[09](01)003	[09]	Authorized	AMC	Roles and Responsibilities	3. AM(MF)s should ensure that: a. All flying activity is appropriate for the Sponsor[9] approved Defence Air Environment Operating Category[10] and that the flying activity is conducted in accordance with (iaw) the limitations as articulated in one of the following: (1) Military Permit to Fly[11], [12]. (2) Release To Service[13]. b. Any significant changes to their operating responsibilities or to their supporting Safety system / organization that might affect the discharge of their Air Safety responsibilities are reported immediately to the MAA►[14]◄. c. The ASSC is fully supported by all relevant service and commodity support organizations, through appropriate Service Level Agreements or other mechanisms. d. They liaise with and share any pertinent Air Safety information with ADHs and other AM(MF)s, particularly with ►◄ operators of the same or similar Air Systems. [9] Refer to RA 1019 – Sponsor of Military Registered Civilian-Owned and Civilian Operated Air Systems – Air Safety Responsibilities. [10] Refer to RA 1160 – The Defence Air Environment Operating Framework. [11] Refer to RA 5880 – Military Permit To Fly (Development) (MRP Part 21 Subpart P). [12] Refer to RA 1305 – Military Permit To Fly (In-Service), (Special Case Flying) and (Single Task). [13] Refer to RA 1300 – Release To Service. [14] ►Contact via DSA-MAA-OpAssure-CFAOS-GROUP@mod.gov.uk.	No
1024[09](01)004	[09]	Authorized	AMC	Roles and Responsibilities	4. AM(MF)s should be supported by post-holders covering the following areas to provide them with specialist support in delivering their Air Safety responsibilities►[15]◄: a. Flight Operations[16]. b. Crew Training[17]. c. Ground Operations. d. ►◄ e. ►◄ [15] This list is the minimum requirement, it is not exhaustive. AM(MF)s should consider the appointment of further post-holders covering other areas as relevant to the air activities and / or structure of their organizations, particularly where those areas directly impact Air Safety.◄ [16] Where Test and Evaluation (T&E) is included in the organization's CFAOS approval schedule the Flight Operations post-holder's responsibilities are to include T&E, unless a dedicated T&E post-holder is deemed more appropriate for the structure of the organization iaw ►Footnote [15]◄. Refer to RA 2370 – Test and Evaluation. [17] To cover aircrew training provided by the organization.	No
1024[09](01)005	[09]	Authorized	AMC	Roles and Responsibilities	5. ►AM(MF)s should appoint a Military Continuing Airworthiness Manager (MilCAM)[18].◄ [18] ►Refer to RA 1016 – Military Continuing Airworthiness Management.◄	No
1024[09](01)006	[09]	Authorized	GM	Roles and Responsibilities	6. The CFAOS is the approval mechanism underpinning the competence of DCFOs to operate Air Systems on the UK MAR.	Guidance

1024[09](01)007	[09]	Authorized	GM	Roles and Responsibilities	7. AM(MF)s will meet with the MAA as required to allow the MAA to examine the higher-level Safety Management of the operation.	Guidance
1024[09](01)008	[09]	Authorized	GM	Roles and Responsibilities	8. Air Safety Chain. AM(MF)s have a personal level of Duty of Care for: a. The personnel under their control; those who, by virtue of their temporary involvement in aviation activities, come within an AM(MF)'s AoR; and b. The wider public who may be affected by their operations. They are thus accountable for the safe operation of Air Systems in their AoR and for ensuring that RtL is ALARP and Tolerable. The Air Safety AM(MF) governance model does not absolve managers at any level of their broader, enduring Duty of Care responsibilities under Common Law and the Health and Safety at Work Act (1974).	Guidance
1024[09](01)009	[09]	Authorized	GM	Roles and Responsibilities	9. AM(MF) Responsibilities. a. The first line of defence in Air Safety is the establishment of an Engaged Air Safety Culture as defined in the MAS. The AM(MF) has a key role to play in establishing and sustaining such a culture, and it is imperative that Accountable Managers at all levels lead by example in nurturing and developing an Engaged Air Safety Culture. b. During the life cycle of an Air System, AM(MF) responsibilities apply to the following: (1) First and / or second parties for whom an AM(MF) is made explicitly responsible, whether permanently or temporarily assigned, who are involved in the operation of the Air System. (2) Third parties exposed to Risk as a result of operation of the Air System. c. The detailed governance mechanisms employed by AM(MF)s can be tailored to the scale and nature of the aviation activity via the ASMS[5]. ►◄ (1) ►◄ (2) ►◄ (3) ►◄ (4) ►◄ d. ►◄ e. Following any significant change to an AM(MF)'s responsibilities, the MAA will review the relevant AM(MF) endorsement. f. Arrangements for AM(MF) succession, or when the responsibility for an ASSC is passed to the AM(MF) from the SRO, will include a formal pan-- Defence Line of Development review of the ASSC[9].	Guidance
1024[09](01)010	[09]	Authorized	GM	Roles and Responsibilities	10. Operations Manual. Reference is frequently made to the 'Operations Manual', which would normally follow the format[19] of the MRP. However, this may be fulfilled by alternative means, such as orders or instructions. Where an alternative is used, a clarifying document has to be provided which clearly demonstrates how the requirements of the MRP are met. [19] ie Operations Manual entries corresponding to amongst other things MRP sections, numbering, regulatory headings etc.	Guidance
1024[09](02)	[09]	Authorized	Regulation	Appointment and Qualifications	1024(2) CFAOS organizations shall appoint a Suitably Qualified and Experienced Person to be the AM(MF), who is appropriately empowered to undertake their role.	No
1024[09](02)011	[09]	Authorized	AMC	Appointment and Qualifications	11. An AM(MF) should ►◄ be: a. A Senior Manager within the organization who has formal responsibility for the delivery of safe aviation operations. b. Directly appointed at main board level[20] ►◄. [20] Upon which the Managing Director, Chief Executive Officer or equivalent usually sit.	No
1024[09](02)012	[09]	Authorized	AMC	Appointment and Qualifications	12. CFAOS organizations should ensure that their AM(MF) has: a. The freedom and authority to undertake the role. b. The resources available to ensure that Air Safety is not compromised.	No
1024[09](02)013	[09]	Authorized	AMC	Appointment and Qualifications	13. AM(MF) nominees should: a. Apply to the MAA for endorsement of their suitability to undertake the role of AM(MF). b. Expect to attend an MAA endorsement interview at which they are required to provide evidence of suitability for role.	Guidance
1024[09](02)014	[09]	Authorized	GM	Appointment and Qualifications	14. Senior Manager. The term Senior Manager will be taken to mean a manager who possesses the authority to make independent decisions on Air Safety withoutrecourse to superiors or executives. The Senior Manager will normally sit at Board level (or equivalent divisional level) or, if reporting to a relevant Board, to have delegated authority. Where the organization wishes to nominate an alternative candidate to one at Board level the organization will be required to demonstrate that the candidate holds equivalent authority to execute Air Safety decisions.	Guidance
1024[09](02)015	[09]	Authorized	GM	Appointment and Qualifications	15. Suitability. 'Suitability' for the AM(MF) role means being able to demonstrate appropriate knowledge and understanding of the ASMS and relevant documents that prescribe Safety processes and standards. This includes, but is not limited to, the following: a. MRP. b. ASMS. c. Operating Risk. d. Air Safety. e. Continuing Airworthiness (CAw), including the MAA Maintenance Approved Organization Scheme and CAw Management Organization. f. Roles and responsibilities of the AM(MF). g. Knowledge and understanding of subordinate post-holder roles and responsibilities.	Guidance

1024[09](02)016	[09]	Authorized	GM	Appointment and Qualifications	16. AM(MF) Submission. In the first instance, AM(MF) nominees ►will◄ apply to the MAA for endorsement using an MAA CFAOS Form 4[21]. Thereafter, and in consultation with the MAA, supporting evidence for interview ►will◄ be provided to the MAA CFAOS Branch►[14]◄ at least 10 working days prior to interview. The organization's Contractor Flying Organization Exposition[22] (CFOE), ASMS and Operations Manual, which communicate how the CFAOS organization intends to meet the requirements of the MRP, will provide the foundation of the AM(MF) submission ►◄. Further evidence required in the AM(MF) submission will include, but is not limited to: a. Organization structure, to allow understanding of the AM(MF)'s position within the organization, including appropriate explanation of the powers held and relational links to post-holders. b. Explanation of the AM(MF)'s independence, including access to adequate resource, to allow enactment of MRP requirements without hindrance. c. The organization's future aspirations, where applicable. d. A tailored CV detailing the AM(MF)'s professional background highlighting, where applicable, any involvement with aviation operations. [21] The MAA CFAOS Form 4 can be found on the CFAOS Approvals page of the MAA Website https://www.gov.uk/government/publications/contractor-flying-approved-organization-scheme-cfaos. [22] Refer to RA 2501 – Contractor Flying Approved Organization Scheme.	Guidance
1024[09](02)017	[09]	Authorized	GM	Appointment and Qualifications	17. Endorsement Interview. The AM(MF) endorsement interview will be led by senior MAA staff and may last up to 2 hours. The preferred location is the MAA Bristol Headquarters; however, the interview may be conducted by other means, agreed on a case-by-case basis. The interview will cover 3 broad areas[23]: a. A description of the AM(MF)'s roles and responsibilities. b. A discussion regarding how the AM(MF) intends to comply with RA 1024 and the wider MRP. c. A discussion of the evidence provided in the AM(MF) submission including, where applicable, the CFAOS organization's performance at previous audits. [23] Discussion topics are at Annex A.	Guidance
1024[09](03)	[09]	Authorized	Regulation	Post-Holders	1024(3) All CFAOS post-holders shall be approved.	No
1024[09](03)018	[09]	Authorized	AMC	Post-Holders	18. ►AM(MF)s should approve each post-holder within their AoR.◄	No
1024[09](03)019	[09]	Authorized	AMC	Post-Holders	19. AM(MF)s should detail in the CFOE: a. A description of the functions and responsibilities of each post-holder within their AoR, including names, and any deputizing responsibilities and arrangements. b. The competencies, qualifications and skill sets required of post-holders within their AoR.	No
1024[09](03)020	[09]	Authorized	AMC	Post-Holders	20. Post-Holder Responsibilities. a. The flight operations post-holder should be responsible for ensuring that all flying operations are in compliance with the MRP. b. The crew training post-holder should be responsible for ensuring that all aircrew training provided by the organization is in compliance with the MRP. c. The ground operations post-holder should be responsible for ensuring that all ground operations conducted are in compliance with the MRP. d. ►◄ e. All post-holders should be able to demonstrate the relevant knowledge, background and experience applicable to their role, and an appropriately detailed knowledge of the MRP.	No
1024[09](03)021	[09]	Authorized	GM	Post-Holders	21. AM(MF)s may be post-holders, provided it can be clearly demonstrated that such appointments do not conflict with either their AM(MF) or post-holder responsibilities.	Guidance
1024[09](03)022	[09]	Authorized	GM	Post-Holders	22. Individuals (including the AM(MF)) may be multiple post-holders; ie they may be appointed to more than one post-holder role.	Guidance
1026[08](01)001	[08]	Authorized	AMC	1026(1).1 - AMC - Aerodrome Operator Nomination	1. Withdrawn – Incorporated into RA 1010(3).	No
1026[08](01)002	[08]	Authorized	GM	1026(1).2 - AMC - Aerodrome Operator Nomination	2. Withdrawn – Incorporated into RA 1010(3).	Guidance
1026[08](02)	[08]	Authorized	Regulation	1026(2) - Regulation - Aerodrome Operator Responsibilities	1026(2) An Aerodrome Operator[6] (AO) shall be responsible for the management of an Aerodrome environment to support the safe operation of Air Systems at Aerodromes classified as Tier 1 and Tier 2 (where recreational flying[7] is not the primary activity) Establishments. [6] On HM Aircraft carriers, Commander (Air) will assume the role of AO and should comply with Book of Reference (BRd) 766 where the MRP (1000 or 3000 series Regulation) is not relevant. [7] In the context of this RA, recreational flying is considered to be flight in privately-owned civil registered Aircraft, such as at flying clubs, etc, operated by civilian personnel or MOD personnel out with their MOD duties.	No

1026[08](02)003	[08]	Authorized	AMC	1026(2).3 - AMC - Aerodrome Operator Responsibilities	3. The AO should support the HoE to ensure that appropriate Assurance is conducted to provide evidence to the Aviation Duty Holder (ADH) / Accountable Manager (Military Flying (AM(MF)) that a SOE is in place and being maintained[3], in support of the ADH / AM(MF) associated Air System Safety Cases[8]. Specifically, the AO should: a. Establish and maintain formal mechanisms for the management and Assurance of all Aerodrome activities, operating procedures, standards, Flight Safety and regulatory compliance within their Area of Responsibility (AoR), through the production and maintenance of a Defence Aerodrome Manual (DAM)[9]. b. Establish and maintain a programme of 1st Party Assurance of the DAM, ensuring that Aerodrome Assurance activities are carried out iaw the Military Aviation Authority Regulatory Publications (MRP) and reference documents referred to in the DAM Notes for Completion. c. Identify and monitor any decision, activity or change in circumstances that results in a Hazard or change to the Aerodrome or the services / facilities provided. These Hazards or changes should be communicated through effective formal relationships with the HoE and appropriate stakeholders. d. Promulgate Aerodrome operating Hazards through the AO Hazard Log (AOHL), to facilitate the conduct of timely Risk and change management. The AOHL is a live document within the DAM and should be subject to formal review at least quarterly. It should be an agenda item at monthly Air Safety meetings to ensure any amendments are captured and discussed in order that the HoE and ADHs / AM(MFs) can discharge their duties iaw RA 1200[10]. e. Ensure that an appropriate Aerodrome wildlife Risk Management programme is established and implemented iaw RA 3270[11]. f. Ensure that all personnel who need to enter the Movement Area or other operational areas are both trained and qualified and that movements of personnel and vehicles are coordinated with movements of Aircraft iaw RA 3262[12]. g. Develop and maintain Low Visibility Procedures to ensure that all measures required to protect Aircraft operations in poor weather conditions are in place iaw RA 3274[13]. h. Ensure that Aerodrome management and operations activity is fully integrated into all relevant Air Safety Management Systems[10] (ASMS) and that effective Safety Management arrangements are established with all interfacing AoRs and relevant organizations (such as Air System operators, air navigation service providers and ground handling service providers). i. Ensure that the Maintenance of Aerodrome Communication, Navigation and Surveillance equipment covers repair instructions, servicing information, troubleshooting and inspection procedures iaw extant support policy statements[14]. j Schedule Aerodrome inspections and surveys to ensure the Maintenance of Aerodrome lighting, Aerodrome operating surfaces and Aircraft arresting equipment iaw the MRP. Orders should cover repair instructions, servicing information and troubleshooting. k. Ensure that adequate Aerodrome Rescue and Fire-Fighting services (ARFF) are provided[15], and an Aerodrome emergency plan is developed and maintained iaw the Manual of Aircraft Post Crash Management, RA 1430[16],RA	No
1026[08](02)004	[08]	Authorized	AMC	1026(2).4 - AMC - Aerodrome Operator Responsibilities	4. The Aviation facilities for aviation capable HM / MOD Ships should comply with the requirements of Def Stan 00-133 and BRd 766[21]. [21] Refer to BRd 766 – Embarked Aviation Orders.	No
1026[08](02)005	[08]	Authorized	AMC	1026(2).5 - AMC - Aerodrome Operator Responsibilities	5. Where host nation or multi-national relationships exist, the AO should ensure a formal agreement is produced to facilitate the safe operation of Air Systems within the relevant AoR.	No
1026[08](02)006	[08]	Authorized	GM	1026(2).6 - GM - Aerodrome Operator Responsibilities	6. There is no requirement for the AO to be based at the Aerodrome. Day-to-day management of the Aerodrome may be delegated, but the AO retains full responsibility.	Guidance
1026[08](02)007	[08]	Authorized	GM	1026(2).7 - GM - Aerodrome Operator Responsibilities	7. Relevant HM / MOD Ship aviation data is published in BRd 766[21] maintained by Navy Command.	Guidance
1026[08](03)	[08]	Authorized	Regulation	1026(3) - Regulation - Aerodrome Operator Qualifications and Experience	1026(3) An AO shall be a SQEP.	No
1026[08](03)008	[08]	Authorized	AMC	1026(3).8 - AMC - Aerodrome Operator Qualifications and Experience	8. To be considered a SQEP an AO should meet the following criteria: a. Relevant OF3 command or Flying Supervisor experience, within either: (1) A flying squadron; or (2) Air Operations at a Standard Aerodrome[22] as a minimum; or (3) Air Operations on a HM Aircraft carrier. b. Completed the Aerodrome Operators Study Period[23] prior to appointment or no later than 6 months from taking up post[24]. [22] Refer to RA 3263 – Aerodrome Classification. [23] Only applicable to land based Aerodromes, Commander (Air) should complete the RN equivalent. [24] Only applicable if arrived in post after June 2022 when Aerodrome Operators Study Period (AOSP) was implemented, but this does not preclude an AO that falls outside this bracket from attending.	No
1026[08](03)009	[08]	Authorized	GM	1026(3).9 - AMC - Aerodrome Operator Qualifications and Experience	9. The following qualifications are desirable: a. Flight Safety Officers Course[25]. b. Aircraft Post Crash Management Incident Officers Course[25]. [25] Refer to RA 1440 – Air Safety Training.	Guidance
1026[08](04)	[08]	Authorized	Regulation	1026(4) - Regulation - Management of a Defence Aerodrome Manual and Defence Aerodrome Assurance Framework	1026(4) The AO shall develop and maintain a DAM and Defence Aerodrome Assurance Framework (DAAF) for their AoR.	No

1026[08](04)010	[08]	Authorized	AMC	1026(4).10 - AMC - Management of a Defence Aerodrome Manual and Defence Aerodrome Assurance Framework	10. The AO should ensure that the DAM is accurate and up to date, with amendments made when changes occur[26]. The current MAA DAM template[27] should be used as the standard format to produce the DAM. [26] Where applicable, the Military Aeronautical Information Publication (AIP) and Civilian AIP should be amended at the same time and a Notice to Aviation (NOTAM) submitted, if required, to cover the interim period resulting from the Aeronautical Information Regulation and Control (AIRAC) cycle. [27] The DAM template is available on the MAA website as a Microsoft Word file.	No
1026[08](04)011	[08]	Authorized	AMC	1026(4).11 - AMC - Management of a Defence Aerodrome Manual and Defence Aerodrome Assurance Framework	11. The DAM should be reviewed: a. Prior to / following any change or new activity that may impact the SOE. b. As a formal element to succession activities to ensure the incoming AO is personally content with their ADH / AM(MF)-Facing responsibilities. c. Regularly, in line with relevant Risk Register reviews[28]. [28] Refer to RA 1210 – Ownership and Management of Operating Risk (Risk to Life)	No
1026[08](04)012	[08]	Authorized	AMC	1026(4).12 - AMC - Management of a Defence Aerodrome Manual and Defence Aerodrome Assurance Framework	12. The DAM should be an open-source document to ensure it is available to all Aerodrome users unless considerations in the operational domain override the Air Safety function of the DAM	No
1026[08](04)013	[08]	Authorized	AMC	1026(4).13 - AMC - Management of a Defence Aerodrome Manual and Defence Aerodrome Assurance Framework	13. The AO should ensure that a DAAF is established and maintained, in conjunction with the DAM, to collate all Assurance activity. The DAAF should cover all activities within the DAM to form a full record of Assurance at 1st, 2nd and 3rd party levels.	No
1026[08](04)014	[08]	Authorized	AMC	1026(4).14 - AMC - Management of a Defence Aerodrome Manual and Defence Aerodrome Assurance Framework	14. The production of a bespoke DAM is not required for aviation capable HM / MOD Ships. SO1 Aviation Policy within Navy Command should ensure that the BRd 766[21] process is adhered to.	No
1026[08](04)015	[08]	Authorized	GM	1026(4).15 - GM - Management of a Defence Aerodrome Manual and Defence Aerodrome Assurance Framework	15. The purpose of the DAM is to provide, in a standardized format, a mechanism to inform military and civilian operators of the Aerodrome facilities, services, operating procedures and any known Aerodrome Hazards. It will be easily accessible on the Aerodrome MOD Intranet and Internet sites. The DAM, when used in conjunction with the DAAF, also provides reference material for the AO to ensure that all Aerodrome management requirements are being met and assured correctly.	Guidance
1026[08](04)016	[08]	Authorized	GM	1026(4).16 - GM - Management of a Defence Aerodrome Manual and Defence Aerodrome Assurance Framework	16. It is acceptable for the DAM to contain hyperlinks to other documents, for example an Air Traffic Control Order Book, provided that the hyperlinks are accessible to all DAM readers.	Guidance
1026[08](04)017	[08]	Authorized	GM	1026(4).17 - GM - Management of a Defence Aerodrome Manual and Defence Aerodrome Assurance Framework	17. The DAAF is the tool by which 1st, 2nd and 3rd Party Assurance is captured so that the AO can provide assurance that the Aerodrome is being managed in a way that accommodates the safe operation of Air Systems.	Guidance
1026[08](04)018	[08]	Authorized	GM	1026(4).18 -GM - Management of a Defence Aerodrome Manual and Defence Aerodrome Assurance Framework	18. There is no requirement to publish the DAAF as an open-source document.However, the DAAF will be made available to 2nd and 3rd Party Assurance organizations on request.	Guidance
1026[08](05)	[08]	Authorized	Regulation	1026(5) - Regulation - Non-MOD Aerodrome Assurance	1026(5) Withdrawn – Incorporated into RA 1010(6)[29]. [29] Refer to 1010(6): Aviation Duty Holder / Accountable Manager (Military Flying) Safe Operating Environment Responsibilities.	No
1026[08](05)019	[08]	Authorized	AMC	1026(5).19 - AMC - Non-MOD Aerodrome Assurance	19. Withdrawn – Incorporated into RA 1010(6).	No
1026[08](05)020	[08]	Authorized	GM	1026(5).20 - GM - Non-MOD Aerodrome Assurance	20. Withdrawn – Incorporated into RA 1010(6).	Guidance
1026[08](06)	[08]	Authorized	Regulation	1026(6) - Regulation - Tier 3 Site Assurance	1026(6) Withdrawn – Incorporated into RA 1010(5)[30]. [30] Refer to 1010(5): Tier 3 and Tier 4 Head of Establishment Responsibilities.	No
1026[08](06)021	[08]	Authorized	AMC	1026(6).21 - AMC - Tier 3 Site Assurance	21. Withdrawn – Incorporated into RA 1010(5).	No
1026[08](06)022	[08]	Authorized	GM	1026(6).22 - GM - Tier 3 Site Assurance	22. Withdrawn – Incorporated into RA 1010(5).	Guidance
1026[08](07)	[08]	Authorized	Regulation	1026(7) - Regulation - Recreational Flying – MOD Aerodrome Assurance	1026(7) Withdrawn – Incorporated into RA 1010(4)[31]. [31] Refer to 1010(4): Tier 2 Recreational Flying Only Head of Establishment Responsibilities.	No
1026[08](07)023	[08]	Authorized	AMC	1026(7).23 - AMC - Recreational Flying – MOD Aerodrome Assurance	23. Withdrawn – Incorporated into RA 1010(4).	No

1026[08](07)024	[08]	Authorized	GM	1026(7).24 - AMC - Recreational Flying – MOD Aerodrome Assurance	24. Withdrawn – Incorporated into RA 1010(4).	Guidance
1026[08](08)	[08]	Authorized	Regulation	1026(8) - Regulation - Aerodrome Supervisor (Recreational Flying) Responsibilities	1026(8) - An Aerodrome Supervisor (Recreational Flying) (AS(RF)) shall be responsible, on behalf of the HoE, for the supervision of a MOD Aerodrome environment where recreational flying[7] is conducted as the primary activity.	No
1026[08](08)025	[08]	Authorized	AMC	1026(8).25 - AMC - Aerodrome Supervisor (Recreational Flying) Responsibilities	25. An AS(RF) enables the HoE to discharge their responsibilities regarding the provision of a SOE[31]. The AS(RF) should ensure that Aerodrome management and operations activity is fully integrated with all appropriate stakeholders.	No
1026[08](08)026	[08]	Authorized	AMC	1026(8).26 - AMC - Aerodrome Supervisor (Recreational Flying) Responsibilities	26. Specifically, the AS(RF) should: a. Establish and maintain formal mechanisms for the management and Assurance of all Aerodrome activities, operating procedures, standards, flight safety and regulatory compliance within their AoR, through the production and maintenance of an Aerodrome Safe Operating Environment Manual (ASOEM)[32]. b. Identify and monitor any decision, activity or change in circumstances that results in a Hazard or change to the Aerodrome or its facilities. These Hazards or changes should be communicated through effective formal relationships with the HoE and appropriate stakeholders. c. Promulgate Aerodrome operating Hazards through the ASOEM Hazard Log, to facilitate the conduct of timely Risk and change management. The ASOEM Hazard Log should be subject to formal review at least quarterly and be included as an agenda item at Air Safety meetings. The AS(RF) should ensure amendments are captured, discussed and forwarded to the HoE and appropriate stakeholders. d. Ensure that an appropriate Aerodrome wildlife Risk Management programme is considered in consultation with the HoE iaw RA 3270[11]. e. Ensure that all personnel who need to enter the Movement Area or other operational areas are both trained and qualified and that movements of personnel and vehicles are coordinated with movements of Aircraft iaw RA 3262[12]. f. Ensure that appropriate Safety Management arrangements are established with all other Aerodrome users, to maintain safe operating practices. g. Schedule Aerodrome inspections and surveys to ensure that the Aerodrome remains safe and compliant iaw RA 3264[33]. h. Consider the requirement for Rescue and Fire-Fighting provision and ensure that an Aerodrome emergency plan is developed and maintained to the satisfaction of the HoE. i. Where applicable, assure the accuracy of Aerodrome data and aeronautical information iaw RA 1030[18]. j. Inform the HoE of any Incidents or Occurrences and ensure that they are reported iaw RA 141020 and Civil Air Publication (CAP) 382[34]. [32] Refer to RA 1026(10): Management of an Aerodrome Safe Operating Environment Manual. [33] Refer to RA 3264 – Aerodrome Inspections. [34] Refer to CAP 382 – Occurrence Reporting Scheme.	No
1026[08](08)027	[08]	Authorized	GM	1026(8).27 - GM - Aerodrome Supervisor (Recreational Flying) Responsibilities	27. Nil.	Guidance
1026[08](09)	[08]	Authorized	Regulation	1026(9) - Regulation - Aerodrome Supervisor (Recreational Flying) Qualifications and Experience	1026(9) An AS(RF) shall be a SQEP.	No
1026[08](09)028	[08]	Authorized	AMC	1026(9).28 - AMC - Aerodrome Supervisor (Recreational Flying) Qualifications and Experience	28. To be considered a SQEP, an AS(RF) should meet the following criteria: a. Relevant command or Flying Supervisor experience, within either: (1) Air Operations at a Standard Aerodrome[22]; or (2) Air Operations on a HM Aircraft carrier; or (3) A flying Squadron; or (4) RAF Sport Association – affiliated flying school / club; or (5) Be, or have been, a civilian Chief Flying Instructor at a recognized Declared Training Organization / Approved Training Organization. b. Completed the Aerodrome Operators Study Period prior to appointment or no later than 6 months from taking up post[35]. [35] Only applicable if arrived in post after June 2022 when AOSP was implemented, but this does not preclude an AS(RF) that falls outside this bracket from attending.	No
1026[08](09)029	[08]	Authorized	GM	1026(9).29 - GM - Aerodrome Supervisor (Recreational Flying) Qualifications and Experience	29. The following qualifications are desirable: a. Flight Safety Officers Course[25]. b. Aircraft Post Crash Management Incident Officers Course[25].	Guidance
1026[08](10)	[08]	Authorized	Regulation	1026(10) - Regulation - Management of an Aerodrome Safe Operating Environment Manual	1026(10) The AS(RF)[36] shall develop and maintain an Aerodrome Safe Operating Environment Manual (ASOEM) for their AoR. [36] Or a suitably nominated individual iaw RA 1010(4): Tier 2 Recreational Flying Only Head of Establishments Responsibilities para 30 or RA 1010(5): Tier 3 and Tier 4 Head of Establishment Responsibilities para 37.	No

1026[08](10)030	[08]	Authorized	AMC	1026(8).30 - AMC - Management of an Aerodrome Safe Operating Environment Manual	30. The AS(RF)[36] should ensure that the ASOEM is accurate and up to date, with amendments made when changes occur[26].	No
1026[08](10)031	[08]	Authorized	AMC	1026(8).31 - AMC - Management of an Aerodrome Safe Operating Environment Manual	31. The ASOEM should be reviewed: a. Prior to / following any change or new activity that may impact the SOE. b. As a formal element to succession activities to ensure the incoming HoE or AS(RF) is content with their responsibilities. c. At least 6 monthly.	No
1026[08](10)032	[08]	Authorized	AMC	1026(8).32 - AMC - Management of an Aerodrome Safe Operating Environment Manual	32. The ASOEM should be an open-source document to ensure it is available to all Aerodrome users unless considerations in the operational domain override the Air Safety function of the ASOEM.	No
1026[08](10)033	[08]	Authorized	GM	1026(8).33 - GM - Management of an Aerodrome Safe Operating Environment Manual	33. The ASOEM Template[37] is recommended to be used as a 'handrail' to ensure that all elements of operating from the MOD Aerodrome are considered. Where existing documents cover the information required in the ASOEM, the information need not be duplicated and a simple reference to the source document may be inserted. The compiler may add additional categories or annexes as they see fit. [37] The ASOEM template is available on the MAA website as a Microsoft Word file.	Guidance
1027[04]	[04]	Authorized	RA	1027 - RA (Issue 4) - Air Traffic Management Equipment Organizations - Responsibilities of Contracted Organizations	Provision of Air Traffic Management (ATM)[1] is a mitigating factor against the operating Risk to Life[2] associated with military aviation and requires a variety of equipment. Inaccuracies or failures in the equipment supporting the ATM task may erode this barrier. ATM Equipment Organizations[3] that are contracted by the UK MOD are required to operate under an appropriate approval scheme[4], in order to demonstrate their competency and suitability to appropriately support the safe and efficient provision of ATM. This regulation defines the responsibilities of ATM Equipment Organizations that are contracted by the UK MOD. [1] As defined in MAA02: Military Aviation Authority Master Glossary. [2] Refer to RA 1210 – Ownership and Management of Operating Risk (Risk to Life). [3] In-scope ATM Equipment Organizations are those Organizations that are contracted by the UK MOD to provide and/or install ATM Equipment, and/or provide technical services that support ATM Equipment. [4] Refer to RA 1005 – Contracting with Competent Organizations.	No
1027[04](01)	[04]	Authorized	Regulation	1027(1) - Regulation - Responsibilities	ATM Equipment Organizations that are contracted by the UK MOD shall be approved by the MAA and comply with the MAA Regulatory Publications (MRP).	No
1027[04](01)001	[04]	Authorized	AMC	1027(1).1 - AMC - Responsibilities	ATM Equipment Organizations that are contracted by the UK MOD should be approved Organizations in accordance with (iaw) the ATM Equipment Approved Organization Scheme (AAOS)[5]. [5] Refer to RA 3100 – Air Traffic Management Equipment Approved Organization Scheme.	No
1027[04](01)002	[04]	Authorized	AMC	1027(1).2 - AMC - Responsibilities	ATM Equipment Organizations that are contracted by the UK MOD and required to be part of the AAOS should: a. Comply with the MRP to qualify for the issue and continuation of an AAOS Approval. b. Operate iaw the scope of their AAOS Approval Certificate and Schedule. c. Appoint an Accountable Manager (AM)[6] who has organizational authority and accountability for all activities conducted within the scope of the Organization's ATM Equipment activities[7]. d. Have in place: (1) An Air Safety Management System (ASMS) iaw with RA 1200[8]. (2) An effective Quality Management System (QMS) certified by a national accreditation body, with a scope appropriate to the Organization's ATM Equipment activities. (3) An Occurrence Reporting and Error Management System iaw RA 1410[9]. [6] Refer to RA 3102 – Air Traffic Management Equipment Approved Organization Scheme Accountable Manager. [7] For the purpose of the AAOS, this is limited to those ATM Equipment activities that are contracted by the UK MOD. [8] Refer to RA 1200 – Air Safety Management. [9] Refer to RA 1410 – Occurrence Reporting and Management.	No
1027[04](01)003	[04]	Authorized	GM	1027(1).3 - GM - Responsibilities	In order to meet the requirements of the AAOS, ATM Equipment Organizations may have an integrated ASMS and QMS. The MAA Manual of Air Safety contains guidance material applicable to establishing and maintaining an effective ASMS.	Guidance
1028[04]	[04]	Authorized	RA	1028 - RA (Issue 4) - Contractor Flying Approved Organization Scheme - Responsibilities	UK military registered Air Systems that are not being operated under a military Aircraft Operating Authority (AOA) are required to be operated by approved Defence Flying Organizations (DCFO) under an appropriate approval scheme which will ensure such organizations comply with the MAA Regulatory Publications (MRP). This scheme is the Contractor Flying Approved Organization Scheme[1] (CFAOS). There is a requirement to define the responsibilities of organizations operating under the CFAOS. [1] The CFAOS is the approval mechanism underpinning the competence of DCFOs that operate Air Systems on the UK Military Aircraft Register but not in the UK MOD Service Environment. DCFOs operating under the CFAOS are referred to as CFAOS organizations.	No
1028[04](01)	[04]	Authorized	Regulation	1028(1) - Regulation - Contractor Flying Approved Organization Scheme	CFAOS Organizations shall be approved by the MAA and comply with the MRP.	No
1028[04](01)001	[04]	Authorized	AMC	1028(1).1 - AMC - Contractor Flying Approved Organization Scheme Responsibilities	DCFOs conducting aviation activities that are not under military AOA should be an approved Organization in accordance with (iaw) the CFAOS[2]. [2] Refer to RA 2501 – Contractor Flying Approved Organization Scheme.	No

1028[04](01)002	[04]	Authorized	AMC	1028(1).2 - AMC - Contractor Flying Approved Organization Scheme Responsibilities	CFAOS organizations should: a. Operate iaw the scope of their CFAOS Approval Certificate and Schedule. b. Comply with the MRP to qualify for the issue and continuation of a CFAOS approval[3]. c. Establish and maintain a system for the control of all flights operated under the terms of its CFAOS Approval. d. Have in place[4]: (1) An Air System Safety Case[5]. (2) An Air Safety Management System[6]. (3) An Operations Manual which conveys how the organization meets the requirements of the MRP. (4) A Flight Safety organization[7]. (5) An effective Quality Management System (QMS), certified by a national accreditation body, with a scope appropriate to the organization's aviation operations. (6) An Occurrence Reporting and Error Management System[8]. e. Ensure that: (1) Every flight is conducted iaw the provisions of the organization's Operations Manual, and that the Manual specifies as a minimum: (a) The procedures and instructions for the safe operation of each Air System type, describing aircrew and groundcrew duties and responsibilities for all types of operation in flight and on the ground. (b) The flight planning procedures to provide for safe flight based on considerations of Air System performance, other operating limitations and relevant expected conditions en route and at the aerodromes and/or operating sites concerned. (2) All flying activity is appropriate for the approved operating category and that the flying activity is conducted iaw the limitations as articulated in one of the following: (a) Military Permit to Fly[9][10]. (b) Release To Service[11]. (c) (3) Personnel assigned to, or directly involved in, flight and ground operations, are qualified and appropriately trained for their duties. (4) Air System and personnel are appropriately equipped for flight. (5) Adequate flight planning facilities are provided.	No
1028[04](01)003	[04]	Authorized	GM	1028(1).3 - GM - Contractor Flying Approved Organization Scheme Responsibilities	Aircrew and groundcrew involved in flight and ground operations within the CFAOS organization will be provided with appropriate Flight Reference Cards, Standard Operating Procedures, and other checklists and instructions for all phases of flight under normal, abnormal and emergency conditions to ensure that the operating procedures in the Operations Manual are followed. The design and utilization of checklists must observe Human Factors principles and take into account the latest relevant documentation from an MAA approved organization.	Guidance
1028[04](01)004	[04]	Authorized	GM	1028(1).4 - GM - Contractor Flying Approved Organization Scheme Responsibilities	Guidelines for the provision of flight planning facilities are provided in RA 2305(5)[14] and STANAG 3052[15]. [14] Refer to RA 2305 – Supervision of Flying. [15] STANAGs are not distributed via the internet; a copy of STANAG 3052 may be obtained on request from the MAA.	Guidance
1028[04](01)005	[04]	Authorized	GM	1028(1).5 - GM - Ground Operations	Ground operations involve all aspects of aircraft handling at airfields and landing sites as well as aircraft movements around the airfield, except when on active runways. Many of the safety challenges of ground operations arise directly from those operations; for example ensuring that aircraft do not collide and that the jet efflux from one aircraft is not a hazard to any other. Ground operations also include the preparation of aircraft for departure such that the subsequent flight will be safe; for example correct loading of cargo and baggage, provision of fuel of adequate quantity and quality and the correct use of ground de/anti-icing facilities where appropriate.	Guidance
1028[04](01)006	[04]	Authorized	GM	1028(1).6 - GM - Ground Operations	Much of the activity required in connection with Aircraft handling or ground service provision may be dealt with by a collection of contractors and sub-contractors rather than people employed directly by the CFAOS organization; this activity can have a direct bearing on Air Safety. Such arrangements require that an effective QMS is used by the Aircraft Operator and the various service providers. Many of the issues associated with CFAOS organizations, for example QMS and Human Factors, also apply to any non aviation Suitably Qualified and Experienced Person who may be expected to support or contribute to various aviation and Aircraft ground handling tasks when the Aircraft is on or in the vicinity of its parking stand or gate.	Guidance
1029[07]	[07]	Authorized	RA Rationale	Ship Air-Release - Roles and Responsibilities	Operating embarked aviation requires the integration of two complex independent systems, Ship and Air System, which are operated through separate Ship Duty Holder (DH) ►/ Accountable Person (AP)◄ and Aviation DH (ADH) / Accountable Manager (Military Flying) (AM(MF)) constructs. With stakeholder engagement required across a pan Defence group, it is essential that the specific roles and responsibilities of these stakeholders are clearly defined and understood. The safe conduct of this embarked activity requires that the Risk to Life (RtL) associated with operating Air Systems from Ships are understood and that the scope and boundaries of such operations are clearly defined. The Ship Air-Release (SA-Release) is the document that authorizes a specified Class of ►His◄ Majesty's (HM) / MOD Ship►[1]◄ and Air System Type / Mark to conduct embarked aviation activity. The SA-Release process requires reciprocal understanding between each of these stakeholders and enduring engagement to ensure the continued Safety of embarked aviation activity in HM / MOD Ships. [1] ►As defined in the Defence Maritime Regulator (DMR) Master Glossary of Terms.◄	Yes
1029[07](01)	[07]	Authorized	Regulation	Aviation Duty Holder / Accountable Manager (Military Flying) and Ship Duty Holder ►/ Accountable Person◄: Roles and Responsibilities	1029(1) For Ship / Air System combinations conducting embarked aviation in HM / MOD Ships, ADH / AM(MF) and Ship DH ►/ AP◄shall identify and establish ownership for the RtL associated with the integration of their respective platforms.	No

1029[07](01)001	[07]	Authorized	AMC	Aviation Duty Holder / Accountable Manager (Military Flying) and Ship Duty Holder ►/ Accountable Person◄: Roles and Responsibilities	1. For Ship / Air System combinations conducting embarked aviation activity in HM / MOD Ships, Ship DH and ADH / AM(MF) should ensure that: a. The Safety Cases for the Ship and Air System demonstrate that the platforms can be safely operated together for the proposed embarked aviation activities. b. The RtL posed by the integration of the Ship and the Air System have been identified and their ownership determined and documented through engagement in accordance with (iaw) the requirements of RA 1029(6). c. Any equipment Hazards within ►Ship Aviation Safety and Environmental Report or◄ Ship / Air System Type Airworthiness Safety Assessments which are mitigated by Defence Lines of Development (DLoD) for which the Ship DH ►/ AP◄ and ADH / AM(MF) are responsible, have been formally acknowledged by them to the Ship Platform Authority (PA)[2] and the Air System Type Airworthiness Authority (TAA)[3]. d. Any change to the Ship / Air System intended usage which might require an amendment to the SA-Release ►should◄ be communicated to the Ship PA, TAA[3] and Royal Navy Release To Service Authority (RN RTSA) at the earliest opportunity. [2] Refer to DSA02-DMR – Defence Maritime Regulations for Health, Safety and Environmental Protection Introduction and Goal. [3] Where the Air System is Civilian-Owned, ownership of regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model for Type Airworthiness (TAw) management; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance for Special Case Flying Air Systems. Dependant on the agreed split of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA.	No
1029[07](01)002	[07]	Authorized	AMC	Aviation Duty Holder / Accountable Manager (Military Flying) and Ship Duty Holder ►/ Accountable Person◄: Roles and Responsibilities	2. The development and use of SA-Releases and / or clearances achieved through Operational or MPP-02[4] routes, should comply with the orders set out in BRd 766[5] . Navy Command Headquarters Naval Aviation Division (NCHQ NAvn) as the embarked aviation Subject Matter Expert, should be a participant in routine SAReleases but in the case of ►expedious◄ releases, where processes might be shortened, DHs need to continue to ensure NCHQ NAvn engagement. [4] Refer to MPP-02 – Helicopter Operations from Ships Other Than Aircraft Carriers (HOSTAC). [5] Refer to BRd 766 – Embarked Aviation Orders.	No
1029[07](01)003	[07]	Authorized	GM	Aviation Duty Holder / Accountable Manager (Military Flying) and Ship Duty Holder ►/ Accountable Person◄: Roles and Responsibilities	3. This Regulation is complementary to RA 1395[6] , the Ship DH ►/ AP◄ responsibilities set out in DSA02-DMR Regulations[2] , and the ADH / AM(MF) responsibilities in RA 1020[7] , RA 1024[8] and RA 1205[9]. [6] Refer to RA 1395 – Authorization to Permit Embarked Aviation in ►His◄ Majesty's / MOD Ships. [7] Refer to RA 1020 – Aviation Duty Holder and Aviation Duty Holder-Facing Organizations - Roles and Responsibilities. [8] Refer to RA 1024 – Accountable Manager (Military Flying). [9] Refer to RA 1205 – Air System Safety Cases.	Guidance
1029[07](01)004	[07]	Authorized	GM	Aviation Duty Holder / Accountable Manager (Military Flying) and Ship Duty Holder ►/ Accountable Person◄: Roles and Responsibilities	4. For embarked aviation activity in HM / MOD Ships the ADH / AM(MF), as a 'Ship-Facing ADH / AM(MF)', will assess the RtL posed to the Ship by their Air System and communicate these to the Ship DH ►/ AP◄ Chain. Likewise, the Ship DH ►/ AP◄ will communicate RtL posed to the Air System by the Ship, noting that the Ship's Commanding Officer (CO) and Delivery DH are responsible for approving aviation activity from their Ship and, as an Aerodrome Operator iaw RA 1026[10], is also ADH / AM(MF)-Facing to ensure that the Ship remains a safe environment in which the Air System can operate. [10] Refer to RA 1026 – Aerodrome Operator and Aerodrome and Helicopter Landing Site Assurance.	Guidance
1029[07](01)005	[07]	Authorized	GM	Aviation Duty Holder / Accountable Manager (Military Flying) and Ship Duty Holder ►/ Accountable Person◄: Roles and Responsibilities	5. The Ship DH ►/ AP◄ and ADH / AM(MF) constructs are 'DH / Accountable Manager (AM)-Facing' to each other and are required to be cognisant of additional implications of conducting embarked aviation operations in the maritime environment to their respective Safety Management Systems (SMS).	Guidance
1029[07](02)	[07]	Authorized	Regulation	Ship Platform Authority: Roles and Responsibilities	1029(2) The Ship PA for aviation capable HM / MOD Ships shall be responsible for ►ensuring for all that the Equipment Contribution supports a safe aviation capability by providing Safety and environmental protection Assurance of the design, system and equipment integration and through-life support.◄	No
1029[07](02)006	[07]	Authorized	AMC	Ship Platform Authority: Roles and Responsibilities	6. Ship PAs in their ADH / AM(MF)-Facing capacity[11] should: a. Hold a Letter of Air Safety Notification[12]. b. Ensure that adequate resource, including sufficient Suitably Qualified and Experienced Persons (SQEP) with appropriate Air Safety training[5], [13], [14], is apportioned to fulfil Air Safety related responsibilities. c. Ensure that the aviation arrangements in all aviation capable Ships for which they are responsible conform to the following requirements through-life: (1) They meet the design requirements specified in in ►Defence Standard 00-13315◄, 16. (2) All equipment Risk is reduced As Low As Reasonably Practicable (ALARP)[2], culminating in the issue of Naval Authority Certification. (3) The design, construction, modification and Maintenance of aviation arrangements in their Ships are conducted by organizations with appropriate expertise and experience. [11] Refer to RA 1020(4): Responsibilities of Aviation Duty Holder-Facing Organizations. [12] Refer to RA 1003 – Delegation of Airworthiness Authority and Notification of Air Safety Responsibility. [13] Refer to RA 1440 – Air Safety Training. [14] Refer to BRd 767 – Naval Aviation Orders. [15] Refer to RA 1920 – Aviation Arrangements in ►His Majesty's / MOD◄ Ships – Equipment Standards.	No
1029[07](02)007	[07]	Authorized	AMC	Ship Platform Authority: Roles and Responsibilities	►Ship PAs should obtain a Certificate of Safety Aviation (CS-A) or MOD Ship Safety Certificate (Aviation) (MSSC(Aviation)) through demonstration of equipment Safety of their platform to support aviation iaw DSA.03-DMR.◄	No

1029[07](02)008	[07]	Authorized	AMC	Ship Platform Authority: Roles and Responsibilities	8. To support the production of a SA-Release Recommendation, Ship PAs should provide evidence to demonstrate the suitability of their platform (Equipment DLoD) for embarking aviation as defined in BRd 766[5].	No
1029[07](02)009	[07]	Authorized	AMC	Ship Platform Authority: Roles and Responsibilities	9. The Ship PA should inform the Ship DH ►/ AP◄, ADH / AM(MF), TAA, and the RN RTSA, of modifications to the Ship or changes to the Ship's intended usage which might require the SA-Release to be amended.	No
1029[07](02)010	[07]	Authorized	AMC	Ship Platform Authority: Roles and Responsibilities	10. This Regulation should be complementary to the Ship PA responsibilities set out in DSA02-DMR[2], Regulation Number 208.	No
1029[07](02)011	[07]	Authorized	GM	Ship Platform Authority: Roles and Responsibilities	11. The Ship PA or delegated Air Safety representative(s) will have completed relevant and recognized Air Safety training[5], [13], [14] and will demonstrate awareness of: a. ►◄ Military Aviation Authority (MAA) Regulatory Publications. b. Aspects of Air System design which have an interface with the subject Ship.	Guidance
1029[07](02)012	[07]	Authorized	GM	Ship Platform Authority: Roles and Responsibilities	12. The Ship PA will jointly establish, with the TAA, formal Equipment DLoD Working Groups (WG). Demarcation of Equipment DLoD responsibilities will be defined through provision of a joint Ship / Air System Interface Control Document (ICD).	Guidance
1029[07](02)013	[07]	Authorized	GM	Ship Platform Authority: Roles and Responsibilities	13. BRd 766[5] provides more detailed processes to be followed in the generation of SA-Releases.	Guidance
1029[07](03)	[07]	Authorized	Regulation	Air System Type Airworthiness: Roles and Responsibilities	1029(3) For Air Systems required to conduct embarked aviation ►◄ in HM / MOD Ships, the TAA shall be responsible for providing equipment which is safe and suitable to conduct such aviation activities.	Yes
1029[07](03)014	[07]	Authorized	AMC	Air System Type Airworthiness: Roles and Responsibilities	14. Dependant upon the Sponsor's►[16]◄ agreed model for TAw management and the split of responsibilities, the TAA►[3]◄ in their Ship DH-Facing ►/ AP-Facing◄ capacity should: a. Ensure that adequate resource, including sufficient SQEP with appropriate Ship Safety training[5], [13], [14], is apportioned to fulfil roles which support the SA-Release process. b. Through their delegated Airworthiness and Air Safety chains, ensure that the Air Systems for which they are responsible conform to the following requirements through-life: (1) The TAw of the Air System is considered safe and suitable for the proposed embarked aviation activities at sea. (2) All Air System equipment Risks associated with embarked aviation operations in HM / MOD Ships are reduced ALARP. [16] ►Refer to RA 1019 – Sponsor of Military Registered Civilian-Owned and Civilian Operated Air Systems - Air Safety Responsibilities.◄	No
1029[07](03)015	[07]	Authorized	AMC	Air System Type Airworthiness: Roles and Responsibilities	15. To support the production of a SA-Release Recommendation for their Air System, the TAA should provide evidence to demonstrate the suitability of their platform (Equipment DLoD) for embarked aviation at sea as defined in BRd 766[5] .	Yes
1029[07](03)016	[07]	Authorized	AMC	Air System Type Airworthiness: Roles and Responsibilities	16. The TAA should inform the Ship DH ►/ AP◄, Ship PA, ADH / AM(MF) and the RN RTSA, of modifications to the Air System or to its intended usage which might require the SA-Release to be amended.	No
1029[07](03)017	[07]	Authorized	GM	Air System Type Airworthiness: Roles and Responsibilities	17. The TAA or delegated representative(s) will have completed relevant and recognized Ship Safety training[5], [13], [14] and will demonstrate awareness of: a. DSA03-DMR[17]. b. DSA02-DMR[2]. c. Aspects of Ships' aviation arrangements design which have an interface with the subject Air System. [17] Refer to DSA03-DMR – Naval Authority Rules for Certification of MOD Shipping; which is hosted on the Naval Authority System.	Guidance
1029[07](03)018	[07]	Authorized	GM	Air System Type Airworthiness: Roles and Responsibilities	18. The TAA will jointly establish, with the Ship PA formal Equipment DLoD WG. Demarcation of Equipment DLoD responsibilities will be defined through provision of a joint Ship / Air System ICD.	Guidance
1029[07](03)019	[07]	Authorized	GM	Air System Type Airworthiness: Roles and Responsibilities	19. BRd 766[5] provides more detailed processes to be followed in the generation of SA-Releases.	Guidance
1029[07](04)	[07]	Authorized	Regulation	Foreign Air System Sponsor: Roles and Responsibilities	A SA-Release shall be required for planned embarkations or enduring operations of Air Systems in HM / MOD Ships. An appropriate Foreign Air System21 Sponsor (FASS) shall be nominated to liase with the relevant ►Foreign Air System operating authority◄6 21 The term "Foreign Air System" applies to civilian registered Air Systems and non-UK military registered Air Systems. 6 Refer to RA 1395 – Authorization to Permit Embarked Aviation in His Majesty's / MOD Ships.	No
1029[07](04)020	[07]	Authorized	AMC	Foreign Air System Sponsor: Roles and Responsibilities	20. The FASS should be ►a nominated individual,◄ with appropriate knowledge of ►Air System and Ship◄ Duty Holding and RtL management principles.	No
1029[07](04)021	[07]	Authorized	AMC	Foreign Air System Sponsor: Roles and Responsibilities	21. ►RA 1029, RA 1395,◄ Embarked Aviation Order (EAO) 1029 [22] and EAO 1395 [23] should be followed, however the amount of Assurance required should be ►proportional to◄ the length and complexity of the embarkation. [22] Refer to BRd 766 – EAO1029 – Roles and Responsibilities: Ship Air-Release – Stakeholder Roles Responsibilities and Deliverables. [23] Refer to BRd 766 – EAO1395 – Authorization to Permit Embarked Aviation in HM / MOD Ships	No
1029[07](04)022	[07]	Authorized	AMC	Foreign Air System Sponsor: Roles and Responsibilities	22. The FASS should satisfy themselves, across all DLoDs, that the ►Foreign Air System◄ is safe to operate from the Ship (the ►Foreign Air System operating authority◄ is not required to sign the SA-Release documentation).	No

1029[07](04)023	[07]	Authorized	AMC	Foreign Air System Sponsor: Roles and Responsibilities	23. The FASS does not own the Safety Case or RtL for the Air System however, they should be responsible for: a. Assuring the RN RTSA that there has been a full exchange of pertinent Ship-Air Integration (SAI) Hazards and, when residual Risks ►exist with◄ the Air System, the ►Foreign Air System operating authority◄ acknowledge and ►endorses them◄ appropriately. b. Providing sufficient information on Air System integration Hazards, operating limitations and procedures, to ensure that the Ship ►DH◄ can fulfil their responsibility iaw RA 1029(1). c. Providing the ►Foreign Air System operating authority◄ with information on Ship design factors and operating procedures. As a minimum this should include the Ship chapter of the BRd 7665 and the extant CS-A ►and MSSC(Aviation)◄ as detailed on the Naval Authority System. d. Acting as the Ship DH-Facing Organization ►/ Ship AP-Facing Organization◄, to assure the ►RN RTSA◄ Ship DH ►/ AP◄ that the ►Foreign Air System operating authority◄ is a competent organization capable of safely operating from the Ship, within the scope of the defined aviation activities.	No
1029[07](04)024	[07]	Authorized	AMC	Foreign Air System Sponsor: Roles and Responsibilities	24. The FASS should gather enough evidence to make the following top level claim: a. 'The ►Foreign Air System operating authority◄ has assured me that the embarking organization is safe and competent to operate from the Ship, having understood all SAI Hazards, operating limitations and procedures.'	No
1029[07](04)025	[07]	Authorized	AMC	Foreign Air System Sponsor: Roles and Responsibilities	25. For Air Systems with ►MMP-024◄ clearances, exchanges of pertinent SAI Hazards and information can be assumed to have taken place. Air Systems with equipment or capabilities not considered by ►MMP-024◄, or intend to operate outside the ►MMP-024◄ envelope, should be specifically analyzed.	No
1029[07](04)026	[07]	Authorized	GM	Foreign Air System Sponsor: Roles and Responsibilities	26. The FASS may be assisted by a UK Technical Advisor, such as a Delivery Team (DT) serving similar Air System types, or with established links to the Foreign aircraft engineering authority. These duties will need to be clearly defined and appropriately resourced.	Guidance
1029[07](04)027	[07]	Authorized	GM	Foreign Air System Sponsor: Roles and Responsibilities	27. When providing ►the Foreign Air System operating authority◄ with Ship design factors and operating procedures, consideration may also be given to Electro Magnetic Compatibility (EMC), motion limits, airwake modelling and the relevant Ship Aviation Safety Case Report.	Guidance
1029[07](04)028	[07]	Authorized	GM	Foreign Air System Sponsor: Roles and Responsibilities	28. At the discretion of the FASS; a flight clearance issued by the US military Naval Air Systems Command (NAVAIR) Airworthiness & Cybersafe Office (NACO - previously known as NAVAIR 4.0P), may be used as part of the minimum requirement to provide Assurance to the Ship DH ►/ AP◄, providing a MAA Recognition[21] of NACO is extant and its scope includes use of the NACO Flight Release outputs. Defining the total minimum requirement for Assurance remains the responsibility of FASS. [21] Certificate of Recognition of US DoN (NAVAIR 4.0P) in the field of Airworthiness Assurance by the MAA, dated 24 Oct 18.	Guidance
1029[07](05)	[07]	Authorized	Regulation	Royal Navy Release to Service Authority: Roles and Responsibilities	1029(5) The RN RTSA shall authorize, issue, and maintain the through-life integrity of the SA-Release, on behalf of Senior Duty Holders (SDH), ►and AM(MF),◄ for their respective Ship / Air System combinations.	No
1029[07](05)029	[07]	Authorized	AMC	Royal Navy Release to Service Authority: Roles and Responsibilities	29. The RN RTSA should: a. Authorize and issue an initial SA-Release and subsequent SA-Release amendments. b. Provide ►independent◄ Assurance that all relevant Equipment DLoD related RtL apparent at the point of SA-Release issue and subsequent amendments have been identified and addressed by the appropriate Ship DH►/ AP◄ or ADH / AM(MF). c. Provide independent Assurance that all ►other◄ DLoDs are at an appropriate level of maturity such that their effects upon the Equipment DLoD can be verified, both prior to initial issue of a SA-Release and subsequently when there are Modifications (see Paragraphs ►10◄ and ►17 ◄) to the Ship, Air System or their intended usage which affect the issued SA-Release. d. Include within their Air Safety Management System, procedures that describe how changes to the SA-Release ►should◄ be managed. e. Be engaged with the Ship DH's ►/ AP's◄ and ADH's / AM(MF)'s respective Ship and Air System Safety Case governance structure and provide Assurance to the SDH that the integrity of the SA-Release is maintained.	No
1029[07](05)030	[07]	Authorized	GM	Royal Navy Release to Service Authority: Roles and Responsibilities	30. ►◄ The RN RTSA acts as the SA-Release issuing authority on behalf of the SDH.	Guidance
1029[07](05)031	[07]	Authorized	GM	Royal Navy Release to Service Authority: Roles and Responsibilities	31. Delegation of any aspect of responsibility to a Delegated Release To Service Authority (DRTSA) must be conducted iaw RA 1021 [25]. [25] Refer to RA 1021 – Release To Service Authorities - Roles and Responsibilities.	Guidance
1029[07](05)032	[07]	Authorized	GM	Royal Navy Release to Service Authority: Roles and Responsibilities	32. The RN RTSA will be responsible for the upkeep of the SA-Release documentation which may be amended to reflect any changes to the design, the operation of, or the conditions in which the Ship / Air System combination are used. The responsibility for considering the possible effect of these changes on the Ship and Air System Safety Assessments, and subsequent Safety Cases, remains with the appropriate Ship DH ►/ AP◄, Ship PA, ADH / AM(MF), or TAA.	Guidance
1029[07](05)033	[07]	Authorized	GM	Royal Navy Release to Service Authority: Roles and Responsibilities	33. Engagement with Safety Case governance structures will include Assurance that an embarked aviation requirement is adequately articulated within the Ship DH's ►/ AP's◄ Command Safety & Environmental Summary2 and the ADH's / AM(MF)'s Safety Statement respectively.	Guidance
1029[07](06)	[07]	Authorized	Regulation	Ship Air-Release - Stakeholder Engagement	1029(6) Engagement between the Ship DH ►/ AP◄, Ship PA, ADH /AM(MF), TAA and other required stakeholders shall be formally established, managed effectively and documented.	No

1029[07](06)034	[07]	Authorized	AMC	Ship Air-Release - Stakeholder Engagement	34. The Ship DH ►/ AP◄, Ship PA, ADH / AM(MF), TAA and other stakeholders who provide an input to the production of a SA-Release should engage throughout the SA-Release process to ensure that pan-DLoD factors which affect the Safety of integrating the Ship / Air System combination are managed with responsibility for RtL established and owned by the appropriate DH / AM(MF). The following should be considered the minimum: a. Ship Air Release Steering Group (SA-Release Steering Group). b. Ship-Air WG. c. Ship-Air Equipment WG (Ship-Air EWG)	No
1029[07](06)035	[07]	Authorized	AMC	Ship Air-Release - Stakeholder Engagement	35. This engagement should be formally directed by the respective ADH / AM(MF) and Ship DH ►/ AP◄ and detailed within their respective Safety Management Systems. Routine management of this engagement should be conducted by the Ship DH ►/ AP◄, Ship PA, ADH / AM(MF), and TAA.	No
1029[07](06)036	[07]	Authorized	AMC	Ship Air-Release - Stakeholder Engagement	36. Where responsibility for Ship-Air engagement is delegated to an appropriate empowered representative, the Ship DH ►/ AP◄, Ship PA, ADH / AM(MF), or TAA should ensure that the delegated representative is SQEP.	No
1029[07](06)037	[07]	Authorized	GM	Ship Air-Release - Stakeholder Engagement	37. Engagement between the Ship DH ►/ AP◄, Ship PA, ADH / AM(MF), TAA,NCHQ NAvn, the RN RTSA and other organizations involved in the SA-Release process is essential in ensuring the safe integration of an Air System and Ship. This engagement will commence as early as practicable once the embarked aviation requirement has been established. With the exception of the following minimum requirements, the scale of stakeholder engagement may be tailored to meet the complexity of the subject Ship / Air System.	Guidance
1029[07](06)038	[07]	Authorized	GM	Ship Air-Release - Stakeholder Engagement - SA-Release Steering Group	38. The function of the SA-Release Steering Group ►will◄ determine the priority for the SA-Release effort, thereby directing the formation of the Ship-Air WG. Further details on the SA-Release Steering Group can be found in BRd 766 Annex 1029(5)A.	Guidance
1029[07](06)039	[07]	Authorized	GM	Ship Air-Release - Stakeholder Engagement - Ship-Air WG	39. The function of a Ship-Air WG ►will◄ provide a means by which both Ship DH ►/ AP◄ and ADH / AM(MF) chains have the opportunity to manage Safety related Ship-Air issues. The Ship-Air WG will direct the formation of Ship-Air EWGs, thus informing SA-Release recommendation effort. Further details on the SA-Release Steering Group can be found in BRd 766 Annex 1029(5)B.	Guidance
1029[07](06)040	[07]	Authorized	GM	Ship Air-Release - Stakeholder Engagement - Ship-Air EWG	40. This is a subordinate forum to the Ship-Air WG which considers the integration of a particular Ship Class and Air System across the Equipment DLoD only. This WG is likely to deliver the majority of evidence necessary to generate the Equipment DLoD focussed SA-Release recommendation. Further details on the SA-Release Steering Group can be found in BRd 766 Annex 1029(5)D.	Guidance
1029[07](07)	[07]	Authorized	Regulation	►Remotely Piloted Air System Trial Sponsor: Roles and Responsibilities	1029(7) An appropriate Remotely Piloted Air Systems (RPAS) Trial Sponsor (RPASTS) shall be nominated to coordinate the SA Release activity for trial activity of RPAS in HM / MOD Ships.	No
1029[07](07)041	[07]	Authorized	AMC	Remotely Piloted Air System Trial Sponsor: Roles and Responsibilities	41. For Open Category and Specific S1 sub-category RPAS, the RPASTS should be the RPAS Responsible Officer / RPAS Accountable Manager. For Specific S2 sub category and Certified Category RPAS, the RPASTS should be the ADH / AM(MF)	No
1029[07](07)042	[07]	Authorized	AMC	Remotely Piloted Air System Trial Sponsor: Roles and Responsibilities	42. RA 1029, RA 1395, EAO 102922 and EAO 139523 should be followed, however the amount of Assurance required should be proportional to the length, complexity and level of Risk of the trial.	No
1029[07](07)043	[07]	Authorized	AMC	Remotely Piloted Air System Trial Sponsor: Roles and Responsibilities	43. The RPASTS should satisfy themselves, across all required DLoDs, that the organization operating the RPAS is safe to operate from the Ship.	No
1029[07](07)044	[07]	Authorized	AMC	Remotely Piloted Air System Trial Sponsor: Roles and Responsibilities	44. For non-TAA supported RPAS, the RPASTS should ensure the organization operating the RPAS provides evidence, to the RN RTSA, to demonstrate the suitability of their RPAS (Equipment DLoD) for embarked aviation at sea as defined in BRd 766.	No
1029[07](07)045	[07]	Authorized	GM	Remotely Piloted Air System Trial Sponsor: Roles and Responsibilities	45. The RPASTS may be assisted by a Test and Evaluation (T&E) unit. These duties will need to be clearly defined and appropriately resourced.◄	Guidance
1030[02]	[02]	Authorized	RA Rationale	Defence Aeronautical Information Management	The completeness and accuracy of Defence aeronautical data [1] and aeronautical information [2] is integral to the safe and expeditious conduct of aviation activity in the Defence Air Environment (DAE) and to a wide range of aviation end users [3]. Missing, out-of-date, or unreliable aeronautical data or aeronautical information ►could◄ introduce ►◄ Hazards, ►resulting in an increased◄ Risk to Life (RtL). This regulation identifies the roles and responsibilities of those parties responsible for developing and maintaining aeronautical information policy; and for the origination, management, publication and assurance of aeronautical information to ensure Aviation RtL is minimized. [1] A representation of aeronautical facts, concepts or instructions in a formalized manner suitable for communication, interpretation or processing. [2] Information resulting from the assembly, analysis and formatting of aeronautical data. [3] Not solely Air System operators but other aviation-related functions.	Yes
1030[02](01)	[02]	Authorized	Regulation	Defence Aeronautical Information Management	1030(1) The Defence Aeronautical Information Authority (DAIA)►[4]◄ shall be responsible for the effective management of Defence aeronautical information. [4] ►Defence Airspace and Air Traffic Management (DAATM) act as the DAIA for Defence.	Yes

1030[02](01)001	[02]	Authorized	AMC	Defence Aeronautical Information Management	1. The DAIA should: a. Develop and maintain Defence aeronautical information policy and processes, which ►◄ define the form, content and data quality standards of ►◄ aeronautical ►data,◄ information, ►and◄ products ►used in the DAE [5].◄ b. Nominate Defence Aeronautical Information Service Providers (AISPs) ►to◄ ensure that an effective Aeronautical Information Service (AIS) is provided to the DAE. c. Ensure the maintenance of aeronautical data quality standards through effective Aeronautical Information Management (AIM). d. Establish a process to conduct oversight and assurance of AIM and AIS. e. Interface with the ►UK◄ Civil Aviation Authority to provide assurance of Defence aeronautical information data quality standards. [5] Refer to JSP 495 Part 1 – Defence Aeronautical Information Policy.	No
1030[02](01)002	[02]	Authorized	GM	Defence Aeronautical Information Management	2. The ►◄ Military Aeronautical Information Publication (AIP), along with the Civilian AIP ►and the Defence Aerodrome Manual are◄ the source documents for all DAE aeronautical information ►and must be amended concurrently in accordance with (iaw) RA 1026 [6].◄ [6] Refer to RA 1026 - Aerodrome Operator and Aerodrome Supervisor (Recreational Flying) Roles and Responsibilities.◄	Guidance
1030[02](02)	[02]	Authorized	Regulation	Aeronautical Information Service ►Provider◄	1030(2) ►An◄ AISP shall ensure that aeronautical data and aeronautical information are available in a form suitable for Air System operations.	Yes
1030[02](02)003	[02]	Authorized	AMC	Aeronautical Information Service ►Provider◄	3. ►An◄ AISP should ►: a. Deliver an AIS that is appropriately tasked, prioritized and funded. b. Receive, collate or assemble, edit, format, publish / store and distribute aeronautical data and aeronautical information concerning the area for which they are responsible for the provision of AIS. Aeronautical data and aeronautical information should be provided as aeronautical information products. c. Liaise with other national aeronautical information providers to achieve worldwide coverage for the DAE. d. Ensure the integrity of data and confirm the level of accuracy of the information distributed for operations, including the source of such information, before such information is distributed. e. Provide end to end assurance of the aeronautical data and aeronautical information it processes to assure the integrity of data from the point of receipt or origination, through publication, to the point of delivery to the end user. f. Contract services which are otherwise unavailable through the MOD following the process laid out in RA 1005 [7].◄ [7] ►Refer to RA 1005 – Contracting with Competent Organizations.◄	No
1030[02](02)004	[02]	Authorized	AMC	Aeronautical Information Service ►Provider◄	4. The aeronautical data and aeronautical information should be in a form suitable for flight operating personnel, including Aircrew; flight planning, flight management systems and flight simulators; and Air Traffic Service providers.	No
1030[02](02)014	[02]	Authorized	GM	Aeronautical Information Service ►Provider◄	14. ►AISPs will utilize the following publications to obtain additional information on the◄ standards and practices ►to be employed:◄ a. International Civil Aviation Organization (ICAO) Annex 15 – Aeronautical Information Services. b. ICAO Doc 8168 Procedures for Air Navigation Services. c. ►ICAO Doc 10066 Aeronautical Information Management.◄ d. ►◄ Regulation ►EU◄ No 2017/373 (ATM-IR) ►as retained (and amended in UK domestic law) and under the European Union (Withdrawal) Act 2018.◄ e. Civil Aviation Publication (CAP) 232: Aerodrome Survey Information. f. ►CAP 785: Approvals Requirements for Instrument Flight Procedures for use in UK Airspace Description.◄ g. CAP 779: Regulation of Aeronautical Information Services. h. ►CAP 1054: Aeronautical Information Management. i. CAP 1616: Airspace Change Process Guidance Document. j. CAP 1732: Aerodrome Survey Guidance. k. DefStan 00-102: Policy of the Application of Geospatial Information Standards.◄	Guidance
1030[02](03)	[02]	Authorized	Regulation	Aeronautical Information Management	1030(3) ►The DAIA◄ shall provide an AIM service.	Yes
1030[02](03)015	[02]	Authorized	AMC	Aeronautical Information Management	15. ►Data originators [8] should register with the DAIA prior to submitting aeronautical data and aeronautical information to an AISP. [8] Refer to JSP 465 – Defence Geospatial Information Policy.	No
1030[02](03)016	[02]	Authorized	AMC	Aeronautical Information Management	16. Heads of Establishment / Aerodrome Operators should provide assured aeronautical data and aeronautical information to an AISP iaw RA 1010 [9] or RA 1026 [6]. [9] ►Refer to RA 1010 – Head of Establishment - Aviation Responsibilities.	No
1030[02](03)017	[02]	Authorized	AMC	Aeronautical Information Management	17. All originators [10] and providers of aeronautical data and aeronautical information to an AISP should ensure that the appropriate assurance checks have been completed before it is passed to an AISP. [10] Person or persons authorized to originate aeronautical information and data.◄	No
1030[02](03)018	[02]	Authorized	AMC	Aeronautical Information Management	18. The DAIA should establish verification and validation procedures [5] which ensure that upon receipt of aeronautical data and aeronautical information, quality requirements are met.◄	No
1030[02](03)019	[02]	Authorized	AMC	Aeronautical Information Management	19. ►The DAIA should ensure that◄ the information management resources and processes established by ►an AISP are◄ adequate to ensure the timely collection, processing, storing, integration, exchange and delivery of quality assured aeronautical data and aeronautical information within the scope of operations.	No

1030[02](03)020	[02]	Authorized	AMC	Aeronautical Information Management	20. The following data quality specifications should be considered as a minimum: a. Data accuracy. b. Data completeness. c. Data format. d. Data integrity. e. Data resolution. f. Data timeliness. g. Data traceability.	No
1030[02](03)023	[02]	Authorized	GM	Aeronautical Information Management	23. An AIM service entails compiling data on ►Aerodromes◄, airspace and other aviation aspects to generate aeronautical information products to support the DAE.	Guidance
1030[02](03)024	[02]	Authorized	GM	Aeronautical Information Management	24. JSP 465 [8] outlines the MOD policy for the handling, publication and management of spatial data, including aeronautical information.	Guidance
1031[01]	[01]	Authorized	RA	1031 - RA (Initial Issue) - Contractor Flying Approved Organization Scheme (Basic Remotely Piloted Air Systems)	Civilian organizations operating UK military registered Remotely Piloted Air Systems (RPAS) in the Open Category and Specific S1 RPAS sub-category [1] are required to operate under an appropriate approval scheme which will ensure such organizations comply with the relevant parts of the MAA Regulatory Publications (MRP). This scheme is the Contractor Flying Approved Organization Scheme (Basic RPAS) (CFAOS(BR)), and its regulatory constraints are proportionate to the Open Category and Specific S1 sub-category and their physical attributes. This Regulatory Article (RA) defines the regulatory framework required for the CFAOS(BR). It details the requirements for a supporting organization and the appointment of an accountable individual, the RPAS Accountable Manager (RPAS AM), to maintain safety and standards, and the method / conditions to gain approval. The regulatory framework is structured to permit appropriate operating freedoms to 'non-traditional' civilian aviation organizations commensurate with the risk presented. [1] For definitions of RPAS categories, RPAS sub-categories, and RPAS physical attributes (eg Sub 250 g, Sub 4 kg etc), refer to RA 1600 – Remotely Piloted Air Systems.	No
1031[01](01)	[01]	Authorized	Regulation	1031(1) - Regulation - Organization	Civilian organizations operating UK military registered RPAS in the Open Category and Specific S1 sub-category shall be appropriately regulated, structured, and controlled.	No
1031[01](01)001	[01]	Authorized	AMC	1031(1).1 - AMC - Organization	Civilian organizations that operate [2] UK military registered RPAS in the Open Category and Specific S1 sub-category should be an approved organization in accordance with (iaw) the CFAOS(BR) [3]. [2] Civilian Operated (In-Service) and Civilian Operated (Development); refer to RA 1160 – The Defence Air Environment Operating Framework. [3] Refer to RA 1031(3): Approval.	No
1031[01](01)002	[01]	Authorized	AMC	1031(1).2 - AMC - Organization	CFAOS(BR) organizations should: a. Comply with RA 1600 [4] and: (1) RA 1601 [5] for RPAS operated in the Open A1 sub-category. (2) RA 1602 [6] for RPAS operated in the Open A2 sub-category. (3) RA 1603 [7] for RPAS operated in the Open A3 sub-category. (4) RA 1604 [8] for RPAS operated in the Specific S1 sub-category. b. Hold an appropriate MAA RPAS Letter of Endorsed Categorization [9] (LEC) prior to operation of any UK military registered RPAS. c. Operate iaw the scope of their CFAOS(BR) Approval Certificate. d. Nominate an RPAS AM who is suitably experienced and empowered, with the appropriate freedom, authority and resource to undertake the role. e. Ensure that personnel assigned to, or directly involved in, RPAS flight and ground operations, are appropriately qualified and trained for their duties iaw paragraph 2a. f. Ensure that the MAA is: (1) Granted appropriate access to the organization for the purpose of determining initial and continued regulatory compliance. (2) Notified of any change affecting or likely to affect the scope of the CFAOS(BR) Approval. (3) Notified of any change regarding the RPAS AM. [4] Refer to RA 1600 – Remotely Piloted Air Systems. [5] Refer to RA 1601 – Remotely Piloted Air Systems Open A1 sub-category (Fly 'Over' People). [6] Refer to RA 1602 – Remotely Piloted Air Systems Open A2 sub-category (Fly 'Close To' People). [7] Refer to RA 1603 – Remotely Piloted Air Systems Open A3 sub-category (Fly 'Far From' People). [8] Refer to RA 1604 – Remotely Piloted Air Systems Specific S1 sub-category. [9] Refer to RA 1600(1): Remotely Piloted Air System Categorization	No
1031[01](01)003	[01]	Authorized	AMC	1031(1).3 - AMC - Organization	In addition to the requirements above, CFAOS(BR) organizations conducting Test and Evaluation (T&E), ie Civilian Operated (Development) [10] activity, should comply with the requirements of RA 2370 [11]. [10] Refer to RA 1160 – The Defence Air Environment Operating Framework. [11] Refer to RA 2370 – Test and Evaluation.	No
1031[01](01)004	[01]	Authorized	GM	1031(1).4 - GM - Organization	The issue and continuation of a CFAOS(BR) Approval is subject to compliance with the relevant regulations.	Guidance
1031[01](01)005	[01]	Authorized	GM	1031(1).5 - GM - Organization	CFAOS(BR) organizations will only be permitted to operate UK military registered RPAS in the Open Category and Specific S1 sub-category.	Guidance

1031[01](01)006	[01]	Authorized	GM	1031(1).6 - GM - Organization	CFAOS(BR) organizations will not be permitted to operate UK military registered RPAS in the Specific S2 sub-category and Certified Category (these options are restricted to operation under the full Contractor Flying Approved Organization Scheme [12] (CFAOS) or to Military Operated RPAS). [12] Refer to RA 1028 – Contractor Flying Approved Organization Scheme - Responsibilities.	Guidance
1031[01](01)007	[01]	Authorized	GM	1031(1).7 - GM - Organization	CFAOS(BR) organizations will only be permitted to operate UK military registered RPAS in the MOD Interest (ie Civilian Operated (In-Service) and Civilian Operated (Development)) [10]; therefore, Special Case Flying [10] is not permitted under the CFAOS(BR). [10] Refer to RA 1160 – The Defence Air Environment Operating Framework.	Guidance
1031[01](01)008	[01]	Authorized	GM	1031(1).8 - GM - Organization	CFAOS(BR) organizations conducting T&E may be required to comply with regulatory requirements beyond those of paragraphs 2 and 3. Discussion with the MAA CFAOS Branch will be required in order to determine any such applicable regulations.	Guidance
1031[01](01)009	[01]	Authorized	GM	1031(1).9 - GM - Organization	The regulatory requirements for an approval under the CFAOS(BR) is discrete and distinct from a full CFAOS approval under RA 1028 [12] (the two schemes are exclusive). However, there may be benefits in facilitating organizations already holding a full CFAOS approval to address the requirements for CFAOS(BR) under their extant CFAOS approval. Therefore, an entity already approved as a full CFAOS organization that subsequently requires to operate under the privileges of the CFAOS(BR) may not be required to possess a CFAOS(BR) Approval per se, instead being required to progress an appropriate CFAOS scope uplift iaw RA 2501 [13]. However, the regulatory requirement for the operation of RPAS in the Open Category and Specific S1 subcategory will always be that described by the CFAOS(BR). Discussion with the MAA CFAOS Branch will be required in order to determine the appropriate route to approval in such cases. [12] Refer to RA 1028 – Contractor Flying Approved Organization Scheme - Responsibilities. [13] Refer to RA 2501 – Contractor Flying Approved Organization Scheme.	Guidance
1031[01](02)	[01]	Authorized	Regulation	1031(2) - Regulation - Remotely Piloted Air Systems Accountable Manager	RPAS operated under the CFAOS(BR) shall be under the authority of an RPAS AM and be supported by appropriate persons.	No
1031[01](02)010	[01]	Authorized	AMC	1031(2).10 - AMC - Remotely Piloted Air Systems Accountable Manager	RPAS AMs should: a. Be responsible and accountable for the operation of RPAS within their Area of Responsibility (AoR). b. Establish and maintain: (1) A system for the control and safe operation of all flights operated under the terms of the CFAOS(BR) Approval. (2) Procedures and instructions describing personnel duties and responsibilities for all RPAS operation, in flight and on the ground. c. Ensure that Risks to Life (RtL) to Remote Pilots (RP), RPAS launch crew, personnel working on supporting or supported systems, and the general public or other organizational / MOD personnel through operation of RPAS within their AoR are As Low As Reasonably Practicable (ALARP) and Tolerable, and cease operations if RtL are identified that are not demonstrably ALARP and Tolerable. d. Ensure that RPAS are operated iaw: (1) RA 1600 [4] and: (a) RA 1601 [5] for RPAS operated in the Open A1 sub-category. (b) RA 1602 [6] for RPAS operated in the Open A2 sub-category. (c) RA 1603 [7] for RPAS operated in the Open A3 sub-category. (d) RA 1604 [8] for RPAS operated in the Specific S1 subcategory. (2) The LEC. (3) The CFAOS(BR) Approval Certificate. e. Where applicable, ensure compliance with RA 2370 [11] for the conduct of T&E, ie Civilian Operated (Development), activity. f. Ensure that any significant changes to their operating responsibilities or to the supporting systems that may affect the discharge of their RtL responsibilities are reported immediately to the MAA. g. Hold appropriate Terms of Reference. h. Be responsible and accountable for the Contractor Flying Organization Exposition (Basic RPAS) [3] (CFOE(BR)). i. Act as the CFAOS(BR) organization's senior point of contact with the MAA. j. Nominate [14] a CFAOS(BR) Flight Operations Post Holder (FOPH) for RPAS operated in the Open A2, Open A3 and Specific S1 sub-categories [15], [16]. [3] Refer to RA 1031(3): Approval. [4] Refer to RA 1600 – Remotely Piloted Air Systems. [5] Refer to RA 1601 – Remotely Piloted Air Systems Open A1 sub-category (Fly 'Over' People). [6] Refer to RA 1602 – Remotely Piloted Air Systems Open A2 sub-category (Fly 'Close To' People).	No
1031[01](02)011	[01]	Authorized	AMC	1031(2).11 - AMC - Remotely Piloted Air Systems Accountable Manager	An RPAS AM should be: a. At least a Middle Manager within the organization; b. Formally responsible for the delivery of safe RPAS operations; c. Directly appointed by an appropriate management board.	No
1031[01](02)012	[01]	Authorized	AMC	1031(2).12 - AMC - Remotely Piloted Air Systems Accountable Manager	RPAS AM nominees should: a. Apply to the MAA for endorsement to undertake the role of RPAS AM; and expect to attend an MAA endorsement interview at which they will be required to provide evidence of suitability to undertake the role. b. Attend an MAA RPAS DH / AM briefing day prior to commencement of RPAS operations if required to do so by the MAA [17]. [17] The requirement will be determined via the MAA RPAS AM Endorsement process.	No

1031[01](02)013	[01]	Authorized	GM	1031(2).13 - GM - Middle Manager	The term Middle Manager will be taken to mean a manager who possesses the authority to make independent decisions on RPAS operations without recourse to superiors or executives. If they do not sit at Board level (or equivalent divisional level) they will have appropriately delegated authority, and the organization will be required to demonstrate that the individual holds the authority and freedom to execute decisions with respect to RPAS operated under the CFAOS(BR).	Guidance
1031[01](02)014	[01]	Authorized	GM	1031(2).14 - GM - Suitability	'Suitability' for the RPAS AM role means being able to demonstrate appropriate knowledge and understanding of the relevant RPAS operating principles and of the relevant regulations and documents that prescribe RPAS operating processes and standards. This includes, but is not limited to, the following: a. RA 1031. b. RA 1600 [4]. c. RA 1601[5], RA 1602[6], RA 1603[7], and / or RA 1604[8]. d. RA 2370 [11] (for RPAS AMs responsible for T&E activity). e. Role and responsibilities of the RPAS AM. f. Operating risk. g. Role and responsibilities of the FOPH. [4] Refer to RA 1600 – Remotely Piloted Air Systems. [5] Refer to RA 1601 – Remotely Piloted Air Systems Open A1 sub-category (Fly 'Over' People). [6] Refer to RA 1602 – Remotely Piloted Air Systems Open A2 sub-category (Fly 'Close To' People). [7] Refer to RA 1603 – Remotely Piloted Air Systems Open A3 sub-category (Fly 'Far From' People). [8] Refer to RA 1604 – Remotely Piloted Air Systems Specific S1 sub-category. [11] Refer to RA 2370 – Test and Evaluation.	Guidance
1031[01](02)015	[01]	Authorized	GM	1031(2).15 - GM - RPAS AM Endorsement	a. Application. RPAS AM nominees are to apply to the MAA for endorsement using an MAA Form 4 [18]. Thereafter, and in consultation with the MAA, supporting evidence for endorsement interview is to be provided to the MAA CFAOS Branch [19] at least 10 working days prior to interview. The organization's CFOE(BR) will provide the foundation of the supporting evidence. Further evidence required will include, but is not limited to: (1) Organization structure, to allow understanding of the RPAS AM's position within the organization, including appropriate explanation of the powers / authority held and relational links to relevant areas. (2) Explanation of the RPAS AM's independence, including access to adequate resource, to allow enactment of regulatory requirements without hindrance. (3) For RPAS AMs intending to manage or conduct T&E how they intend to comply with RA 2370 [11]. (4) A tailored CV detailing the RPAS AM's professional background highlighting any involvement with aviation and / or RPAS operations. b. Interview. The RPAS AM endorsement interview will be led by an MAA CFAOS Branch OF4 representative and will cover 4 broad areas as a minimum: a description of the RPAS AM's roles and responsibilities; their knowledge, skills and experience; how the RPAS AM intends to comply with this RA, RA 1600 and other applicable regulations [20]; and any wider points from the supporting evidence submitted. c. Endorsement. RPAS AM endorsement will be in writing and at a minimum level of MAA Divisional Head (OF5). [18] The MAA Form 4 can be found on the MAA Website https://www.gov.uk/government/collections/miltary-aviation-authorityapprovals. [19] DSA-MAA-OpAssure-CFAOS-Group@mod.gov.uk. [20] Such as RA 2370 - Test and Evaluation, for those RPAS AMs who intend to manage or conduct T&E activity.	Guidance
1031[01](02)016	[01]	Authorized	GM	1031(2).16 - GM - MAA Engagement	RPAS AMs will allow the MAA to examine and / or audit the organization with respect to the operation of RPAS under the CFAOS(BR), and to review the RPAS AM endorsement following any significant change to an RPAS AM's responsibilities.	Guidance
1031[01](02)017	[01]	Authorized	GM	1031(2).17 - GM - Duty of Care	RPAS AMs have a personal level Duty of Care for personnel under their control (those who, by virtue of their involvement, temporary or otherwise, in RPAS activities, come within an RPAS AM's AoR) and the wider public who may be affected. They are thus accountable for the safe operation of RPAS in their AoR and for ensuring that RtL is ALARP and Tolerable. However, the RPAS AM governance model does not absolve managers at any level of their broader, enduring Duty of Care responsibilities under Common Law and the Health and Safety at Work Act (1974).	Guidance
1031[01](03)	[01]	Authorized	Regulation	1031(3) - Regulation - Approval	CFAOS(BR) Organizations shall be approved by the MAA.	No
1031[01](03)018	[01]	Authorized	AMC	1031(3).18 - AMC - Approval	To be considered for approval under the CFAOS(BR) an organization [21] should: a. Have the endorsement of an appropriate [22] Sponsor at 1* level [23] or above. b. Satisfy the MAA that it is in the MOD Interest [10]. [10] Refer to RA 1160 – The Defence Air Environment Operating Framework. [21] See paragraph 9 for organizations already holding a CFAOS Approval iaw RA 1028. [22] ie who possesses the appropriate delegation from the relevant Service Chief of Staff or from the Chief Executive Officer, Defence Equipment and Support. [23] Under the CFAOS(BR) a 1* Sponsor can assume the privileges of the 2* Sponsor in RA 1160(2) and RA 1019 (Refer to: RA 1160(2): Responsibilities of the Sponsor of Civilian-Owned and / or Civilian Operated Military Registered Air Systems; RA 1019 – Sponsor of Military Registered Civilian-Owned and Civilian Operated Air Systems - Air Safety Responsibilities).	No

1031[01](03)019	[01]	Authorized	AMC	1031(3).19 - AMC - Approval	Applications for CFAOS(BR) Approval should be: a. Made using MAA Form 2 [24] (CFAOS(BR)). b. Supported by a CFOE(BR) and any other applicable documents. [24] The MAA Form 2 can be found on the MAA Website https://www.gov.uk/government/collections/miltary-aviation-authorityapprovals.	No
1031[01](03)020	[01]	Authorized	AMC	1031(3).20 - AMC - Approval	Following award of CFAOS(BR) Approval the MAA should be notified of any factors likely to affect or influence the extant Approval. Furthermore: a. Any uplifts [25] or significant changes / variations to the Approval should: (1) Be formally applied [26] for and; (2) Only be implemented on receipt of an appropriately amended CFAOS(BR) Approval Certificate. b. Any reductions [27] should be formally notified at the earliest opportunity. [25] Such as: change of RPAS Category, change or addition of an RPAS type / mark; the MAA CFAOS Branch may be consulted where doubt exists as to whether a change is an uplift or otherwise. [26] For uplift the documentation required will be analogous to what was required to support the initial application and will, as a minimum, include a revised CFOE(BR). [27] Such as removal of the requirement to operate under a specific RPAS Category, removal of RPAS type; the MAA CFAOS Branch may be consulted where doubt exists as to whether a change is a reduction or otherwise.	No
1031[01](03)021	[01]	Authorized	AMC	1031(3).21 - AMC - CFOE(BR)	The CFOE(BR) should be: a. Current and up-to-date. b. Under the accountability and signature of the RPAS AM. c. Provided to the MAA in electronic copy.	No
1031[01](03)022	[01]	Authorized	AMC	1031(3).22 - AMC - CFOE(BR)	The CFOE(BR) [28] should as a minimum contain the following: a. The official name and business name, address and mailing address of the CFAOS(BR) organization. b. A statement signed by the RPAS AM confirming that the CFOE(BR) and any referenced documents: (1) Are accurate and true. (2) Define the CFAOS(BR) organization's compliance with the relevant regulations, and will be complied with at all times. c. The name of the RPAS AM. d. The name of the FOPH (for RPAS operated in the Open A2, Open A3 and Specific S1 sub-categories [15]). e. The position / role and name of the Sponsor. f. Detail of how the activity is in the MOD Interest. g. A description [29] of the CFAOS(BR) organization including: (1) Organizational structure. (2) Types / marks of RPAS operated. (3) RPAS Categories and Physical Attributes [4]. (4) Numbers of RPAS operated. (5) Operating locations. (6) Expected flying rate. (7) Numbers of RPs and other manpower resource associated with the task. h. A list of which RAs are deemed applicable. i. Copies [30] of: (1) LEC(s) detailing confirmation of RPAS Category. (2) Categorization Safety Checklist(s) [31]. j. Details of any experience in flying operations or any wider aspects relevant to the activity such as training and T&E. k. Details of indemnity arrangements [32]. l. A list of contracted and subcontracted organizations if applicable. m. A CFOE(BR) amendment process (to include a procedure describing how minor changes [33] not requiring prior MAA approval will be managed and notified to the MAA). [15] An FOPH is not required for RPAS operated in the Open A1 sub-category. [29] Where appropriate, referencing directly to the Categorization Safety Checklist for this information is acceptable (refer to Annex B, RA 1600 – Remotely Piloted Air Systems). [30] Referencing out to these documents is acceptable. [31] Refer to Annex B, RA 1600 – Remotely Piloted Air Systems.	No
1031[01](03)023	[01]	Authorized	GM	1031(3).23 - GM - Approval	An MAA CFAOS(BR) Approval (ie a civilian company operating RPAS in the MOD Interest) may be viewed as comparable to a Civil Aviation Authority (CAA) Permission for Commercial Operations or CAA Operational Authorization (ie a civilian company operating small RPAS for commercial use).	Guidance
1031[01](03)024	[01]	Authorized	GM	1031(3).24 - GM - Approval	Organizations seeking new CFAOS(BR) approvals are to be aware that the timeline from application to approval could be significant depending on the complexity of approval sought. Early dialogue with the MAA CFAOS Branch is encouraged. Organizations may initiate informal engagement with a view to understanding the route to CFAOS(BR) approval, the regulatory requirement, and wider challenges related to both the CFAOS(BR) and regulatory compliance. However, organizations are to note that informal engagement will be limited and without commitment until formal engagement is authorized via endorsement by an appropriate Sponsor.	Guidance
1031[01](03)025	[01]	Authorized	GM	1031(3).25 - GM - Approval	When it is considered that there is a case for an organization to be included in the CFAOS(BR) a detailed appraisal will be carried out by the MAA. The appraisal will seek to establish long-term confidence in the organization, and the RPAS AM, relevant to the operations concerned. The organization will be audited via documentary and onsite inspections.	Guidance

1031[01](03)026	[01]	Authorized	GM	1031(3).26 - GM - CFAOS(BR) Approval Certificate	When evidence presented by the organization demonstrates that it satisfies the MAA requirements, a CFAOS(BR) Approval Certificate will be issued listing: a. A unique identifying reference. b. The approved organization, including the operating and trading name if different. c. The organization's principal place-of-business address. d. Name and details of the RPAS AM. e. RPAS types / marks for which operation is approved. f. RPAS Categories and Physical Attributes4 for which operation is approved. g. Any applicable limitations. h. The issue date (and date of revision if required). i. The title, name and signature of the MAA approving officer.	Guidance
1031[01](03)027	[01]	Authorized	GM	1031(3).27 - GM - CFAOS(BR) Approval Certificate	A CFAOS(BR) Approval Certificate will normally be issued for an unlimited duration and will remain valid subject to: a. The CFAOS(BR) organization remaining in compliance with the applicable regulations. b. The MAA being granted access to the CFAOS(BR) organization to determine continued compliance. c. The Approval Certificate not being surrendered, suspended or revoked. d. Continued endorsement by the Sponsor.	Guidance
1031[01](03)028	[01]	Authorized	GM	1031(3).28 - GM - CFAOS(BR) Approval Certificate	The MAA will withdraw from the CFAOS(BR) any organization that no longer meets the requirements.	Guidance
1031[01](03)029	[01]	Authorized	GM	1031(3).29 - GM - CFAOS(BR) Approval Certificate	A list of organizations who have been granted approval under the CFAOS(BR) may be published by the MAA.	Guidance
1031[01](03)030	[01]	Authorized	GM	1031(3).30 - GM - Compliance	CFAOS(BR) organizations will be subject to compliance assurance activities conducted by or on behalf of the MAA. Access may be required to personnel, facilities, RPAS, documents, records, data, procedures and any other materials relevant to compliance.	Guidance
1031[01](03)031	[01]	Authorized	GM	1031(3).31 - GM - Compliance	Costs for periodic compliance assurance activities conducted by or on behalf of MAA will not be recoverable from the MAA.	Guidance
1031[01](03)032	[01]	Authorized	GM	1031(3).32 - GM - Approval Changes	As a minimum, the MAA is to be notified of changes to: a. The RPAS AM. b. The FOPH. c. The Sponsor. d. Detail regarding how the activity is in the MOD Interest. e. Types / marks of RPAS operated. f. RPAS Categories and / or Physical Attributes [4]. g. The Categorization Safety Checklist(s). h. Ownership of the CFAOS(BR) organization. i. The CFAOS organization's official name, business name, address and / or mailing address. [4] Refer to RA 1600 – Remotely Piloted Air Systems.	Guidance
1031[01](03)033	[01]	Authorized	GM	1031(3).33 - GM - Approval Changes	Application to the MAA for a CFAOS(BR) Approval amendment will not constitute approval to operate to the proposed amendment.	Guidance
1031[01](03)034	[01]	Authorized	GM	1031(3).34 - GM - Approval Changes	Following receipt of an application for uplift or significant change the MAA will determine continuing regulatory compliance and will amend, if necessary, the CFAOS(BR) Approval Certificate.	Guidance
1031[01](03)035	[01]	Authorized	GM	1031(3).35 - GM - Approval Changes	The CFOE(BR) is the document that details the scope of activity deemed to constitute CFAOS(BR) Approval and demonstrates how the CFAOS(BR) organization intends to comply with the applicable regulations.	Guidance

1032[01]	[01]	Authorized	RA Rationale	1032 - RA (Issue 1)– Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying)-Facing Organizations - Roles and Responsibilities	Many organizations, within and external to Defence Aviation (DA) and the Defence Air Environment (DAE) [1],[2], deliver and supply aviation-related services and / or resource to Aviation Duty Holders (ADH) and / or Accountable Managers (Military Flying) (AM(MF)) in order that ADHs / AM(MF)s can deliver operating output. Such ADH Facing Organizations and AM(MF)-Facing Organizations (AA-Facing Organizations) are responsible for delivering safe aviation services and actively supporting ADHs and / or AM(MF)s in their delivery of safe aviation and the management of Air Safety. Therefore, appropriate Assurance is required such that ADHs / AM(MF)s have a complete understanding of the Risks that such organizations may bring to their operations. Without this Assurance a compromised level of Air Safety may exist. This RA requires that ADHs, AM(MF)s and AA-Facing Organizations understand their responsibilities towards the Assurance of aviation-related services and / or resource provided by AA-Facing Organizations. [1] For definitions of DA and DAE, refer to MAA02: Military Aviation Authority Master Glossary. [2] DA and the DAE encompasses the operation of all UK military registered Air Systems and the operation of civil registered Air Systems by the MOD.	Yes
1032[01](00)001	[01]	Authorized	Definitions	Definitions relevant to this RA	1. ADH-Facing Organization. An ADH-Facing Organization is an organization that delivers or supplies aviation-related services[3] and / or resource directly or indirectly to an ADH, and whose activities and decisions could affect the Air Safety of an ADH's operations and / or the ability of an ADH to mitigate associated operating Risk to Life[4](RtL) to As Low As Reasonably Practicable (ALARP) and Tolerable. [3] This includes, but is not limited to, providers of aviation support and facilities such as: Aerodromes; aviation-capable Ships; Air Traffic Services (ATS) and other Air Traffic Management (ATM) Organizations; Medical / Occupational Health; Aeronautical Information; Fire & Rescue; Air System storage and Maintenance; Aerodrome landing aids and ground services; Heads of Establishment (HoE); Defence Equipment and Support; Design Organizations; Maintenance Organizations; Type Airworthiness Authorities / Managers; Military Continuing Airworthiness Managers; Delivery Teams; Defence Infrastructure Organization; Service career management agencies; and Top-Level Budget Capability and planning staffs. [4] Refer to RA 1210 – Ownership and Management of Operating Risk (Risk to Life).	Definition
1032[01](00)002	[01]	Authorized	Definitions	Definitions relevant to this RA	2. AM(MF)-Facing Organization. An AM(MF)-Facing Organization is an organization that delivers or supplies aviation-related services[3] and / or resource directly or indirectly to an AM(MF), and whose activities and decisions could affect the Air Safety of an AM(MF)'s operations and / or the ability of an AM(MF) to mitigate associated operating RtL[4] to ALARP and Tolerable.	Definition
1032[01](00)003	[01]	Authorized	Definitions	Definitions relevant to this RA	3. AA-Facing Organization. For the purpose of this Regulation, an inclusive term that denotes an ADH-Facing Organization and / or an AM(MF)-Facing Organization, which has the following subsidiary definitions: a. AA-Facing Organization (Internal). An AA-Facing Organization (Internal) is any AA-Facing Organization: (1) That is part of the Ministry of Defence (MOD) [5], or (2) That is part of a Contractor Flying Approved Organizations Scheme (CFAOS) organization [5], or (3) Where there is a direct contract in place with an MOD / CFAOS organization and the MOD / CFAOS organization is the sole or primary recipient of services provided. b. AA-Facing Organization (External). An AA-Facing Organization (External) is any AA-Facing Organization that is not an AA-Facing Organization (Internal). [5] Including those regulated by any other Regulatory body(s) (eg the Civil Aviation Authority (CAA), Defence Maritime Regulator, etc).	Definition
1032[01](01)	[01]	Authorized	Regulation	1032(1) - Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying)-Facing Organizations (Internal)	1032(1) AA-Facing Organizations (Internal) shall deliver and supply safe aviation-related services and / or resource to ADHs / AM(MF)s.	Yes

1032[01](01)004	[01]	Authorized	AMC	1032(1).4 - AMC - Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying)-Facing Organizations (Internal)	4. Heads of AA-Facing Organizations (Internal) should, actively support ADHs / AM(MF)s in their delivery of safe aviation and management of Air Safety, by: a. Identifying the ADHs / AM(MF)s that they support. b. Establishing and maintaining an Air Safety Management System (ASMS)[6] that: (1) Interfaces appropriately with the ASMS(s) and Air System Safety Case(s) (ASSC)[7] of the ADHs / AM(MF)s being supported and; (2) Provides appropriate Assurance of the aviation-related services and / or resource delivered to supported ADHs / AM(MF)s[8], [9]. c. Establishing and maintaining formal and robust mechanisms and means of communication with supported ADHs / AM(MF)s. d. Ensuring that they: (1) Understand their inputs to and effects on the supported ADH's / AM(MF)'s ASSC(s), specifically the ASSC arguments they support, and the evidence they should provide. (2) Are appropriately engaged with the supported ADH / AM(MF) ASSC governance structure. e. Ensuring that they identify and formally communicate to relevant ADHs / AM(MF)s any decision, activity or change in the AA-Facing Organization's operating context that has the potential to introduce new or increased RtL into the ADH's / AM(MF)'s operations, or which could affect the ADH's / AM(MF)'s achievement of mitigating the operating RtL to ALARP and Tolerable. f. Ensuring that their personnel are: (1) Appropriately competent, qualified and current regarding Air Safety training[10]. (2) Suitably qualified and experienced to deliver the expected aviationrelated services to supported ADHs / AM(MF)s. g. Ensuring that any supporting equipment is adequately resourced, managed and maintained in accordance with relevant Regulations, Orders, and manufacturer's procedures / instructions. h. Ensuring that all Air Safety reportable Occurrences are reported, managed and appropriate action taken[11]. i. Ensuring that they actively promote, and demonstrate leadership commitment to, an Engaged Air Safety culture. [6] Refer to RA 1200 – Air Safety Management. [7] Refer to RA 1205 – Air System Safety Cases. [8] This should also include Assurance of any organizations commissioned by AA-Facing Organizations (Internal) to provide any aspect of these services / support (whether via commercial or other means / agreement such as a Memorandum of Understanding(MoU)). [9] Where Assurance activity is undertaken on behalf of an AA-Facing Organization (Internal) by another organization or	Yes
1032[01](01)005	[01]	Authorized	AMC	1032(1).5 - AMC - Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying)-Facing Organizations (Internal)	5. ADHs / AM(MF)s should: a. Identify the AA-Facing Organizations (Internal) that support them. b. Establish formal and robust mechanisms and means of communication with all AA-Facing Organizations (Internal) that support them. c. Ensure that AA-Organizations (Internal) that support them are aware they are supporting the ADH / AM(MF) and understand their responsibilities to them as detailed in paragraph [4]. d. Ensure that their ASMS: (1) Interfaces appropriately with the ASMS(s) of AA-FacingOrganizations (Internal). (2) Provides appropriate Assurance of the aviation-related services and / or resource being delivered by AA-Facing Organizations (Internal). e. Ensure that: (1) They formally communicate to AA-Facing Organizations (Internal) any decision, activity or change in the ADH's / AM(MF)'s operating context (such as change in operating environment, the acquisition of new Air Systems or air capabilities) where that has the potential to affect either an AA-Facing Organization (Internal)'s operations, or its inputs to and effects on the ADH's / AM(MF)'s ASSC(s). (2) The inputs to and effects on their ASSC(s) from AA-Facing Organizations (Internal) are fully supported by rational arguments and appropriate evidence. f. Ensure that they assess the Risks introduced to their operations by AA Facing Organizations (Internal) and that RtL remains ALARP and Tolerable[12], [13] [12] Refer to RA 1020 – Aviation Duty Holder - Roles and Responsibilities. [13] Refer to RA 1024 – Accountable Manager (Military Flying)	Yes
1032[01](01)006	[01]	Authorized	GM	1032(1).6 - GM - Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying)-Facing Organizations (Internal)	6. Heads of AA-Facing Organizations (Internal) are not ultimately responsible for ensuring that Air Safety RtL are ALARP and Tolerable; however, they are individually accountable to the ADH / AM(MF) for the requirements placed upon them as set out in this RA (and any other applicable RAs and / or Regulations).	Guidance
1032[01](01)007	[01]	Authorized	GM	1032(1).7 - GM - Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying)-Facing Organizations (Internal)	7. Heads of AA-Facing Organizations (Internal) must ensure compliance with the relevant elements of the MAA Regulatory Publications (MRP) and the relevant Regulations of any other relevant Regulatory Bodies.	Guidance
1032[01](01)008	[01]	Authorized	GM	1032(1).8 - GM - Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying)-Facing Organizations (Internal)	8. Where organizations provide direct support to an ADH / AM(MF), it is likely readily apparent to the ADH / AM(MF), and the organization, that the organization is an AA-Facing Organization (Internal).	Guidance

1032[01](01)009	[01]	Authorized	GM	1032(1).9 - GM - Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying)-Facing Organizations (Internal)	9. Where organizations provide indirect support to an ADH / AM(MF), it may not be clear whether the organization is an AA-Facing Organization. In such cases the ADH / AM(MF) is responsible for determining whether an organization is an AA-Facing Organization (Internal) or not. However, where an organization believes it may be supporting an ADH / AM(MF) it nonetheless needs to engage with the relevant ADH / AM(MF), whether or not the ADH / AM(MF) has initiated dialogue.	Guidance
1032[01](01)010	[01]	Authorized	GM	1032(1).10 - GM - Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying)-Facing Organizations (Internal)	10. If doubt exists as to whether or not an AA-Facing Organization is an AA-Facing Organization (Internal), clarification can be sought from the MAA[14]. [14] Contact via DSA-MAA-MRPEnquiries@mod.gov.uk.	Guidance
1032[01](01)011	[01]	Authorized	GM	1032(1).11 - GM - Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying)-Facing Organizations (Internal)	11. In certain circumstances a context-based judgement may have to be made regarding whether an organization that theoretically delivers or supplies aviation related services and / or resource (either directly or indirectly) to an ADH / AM(MF) actually does so in practice, and therefore is considered an AA-Facing Organization. To be considered an AA-Facing Organization under this RA, the organization's activities and decisions will have a direct or indirect effect on the Air Safety of an ADH's / AM(MF)'s aviation operations and / or the ability of an ADH / AM(MF) to mitigate associated operating RtL to ALARP and Tolerable. For example, it could be assessed that an organization solely supplying in-flight magazines for passengers has no impact on Air Safety, and therefore not an AA-Facing Organization; however, if the same organization were to supply Passenger Safety cards or aeronautical publications for the operating Aircrew then that aspect of its service provision would have an impact on Air Safety, and thus the organization would be considered an AA-Facing Organization. In any such cases the responsibility to determine whether an organization is an AA-Facing Organization is the responsibility of the affected ADH / AM(MF) based upon the arguments they have made, and the supporting evidence identified in their ASSC.	Guidance
1032[01](01)012	[01]	Authorized	GM	1032(1).12 - GM - Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying)-Facing Organizations (Internal)	12. AA-Facing Organizations (Internal) do not need to be part of the same organization as the supported ADH / AM(MF) nor, when part of the same organization, are they required to be directly subordinate to or in the same chain-of-command / line management as the supported ADH / AM(MF).	Guidance
1032[01](01)013	[01]	Authorized	GM	1032(1).13 - GM - Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying)-Facing Organizations (Internal)	13. Where an AA-Facing Organization (Internal) is supported by a distinct subsidiary or secondary AA-Facing Organization (Internal), it may be appropriate to consider the single or multiple AA-Facing Organization(s) (Internal) under the responsibility of the Head of the primary AA-Facing Organization (Internal). Such cases need to be formally documented between the ADH / AM(MF) and the Head of the primary AA-Facing Organization (Internal).	Guidance
1032[01](01)014	[01]	Authorized	GM	1032(1).14 - GM - Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying)-Facing Organizations (Internal)	14. An ADH / AM(MF) may themselves be an AA-Facing Organization (Internal) to another ADH / AM(MF) through the provision of aviation-related service and / or resource to the other ADH / AM(MF)[15]. [15] Such as when an ADH / AM(MF) delivers an airborne service (eg air-air refuelling or 'red air') to another ADH / AM(MF), or provides flying training to, or check flights on, another ADH's / AM(MF)'s Aircrew.	Guidance
1032[01](01)015	[01]	Authorized	GM	1032(1).15 - GM - Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying)-Facing Organizations (Internal)	15. It is likely that many Heads of AA-Facing Organizations (Internal) will also be a provider of aviation-related services and / or resource to recipient organizations outside DA and the DAE (eg to the Armed Forces of other nations' or to organizations neither part of the MOD or a CFAOS organization). While such cases are not regulated by this RA, Heads of AA-Facing Organizations (Internal) nonetheless must comply with all relevant national or international legal requirements, Regulations and procedures. Furthermore, in such situations Heads of AA-Facing Organizations that are part of the MOD are required to apply appropriate judgement and apply the principles of this RA so far as possible and / or practicable pertaining to the operating context.	Guidance
1032[01](02)	[01]	Authorized	Regulation	1032(2) - Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying)-Facing Organizations (External)	1032(2) ADHs / AM(MF)s shall ensure that Air Safety is not compromised through the delivery and supply of aviation related services and / or resource by AA-Facing Organizations (External).	Yes
1032[01](02)016	[01]	Authorized	AMC	1032(2).16 - AMC- Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying)-Facing Organizations (External)	16. ADHs / AM(MF)s should: a. Identify AA-Facing Organizations (External) that support them and; b. Where possible and practical, establish appropriate mechanisms and means of communication with such AA-Facing Organizations (External).	No

1032[01](02)017	[01]	Authorized	AMC	1032(2).17 - AMC- Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying)-Facing Organizations (External)	17. ADHs / AM(MF)s should ensure that their ASMS: a. Ensures their ASSC(s) address any RtL introduced through the delivery of aviation-related services and / or resource by AA-Facing Organizations (External). b. Interfaces appropriately[16] with the ASMS(s) of AA-Facing Organizations (External). c. Provides appropriate Assurance of the aviation-related services and / or resource being delivered by AA-Facing Organizations (External)[17], [18], specifically that: (1) Personnel are suitably competent, qualified and experienced to deliver the expected aviation-related services to supported ADHs / AM(MF)s. (2) Supporting equipment is fit-for-purpose and appropriately maintained. d. Provides appropriate Assurance that the AA-Facing Organization (External) is complying with all relevant national or international legal requirements, Regulations and procedures. e. Requires that all Air Safety reportable Occurrences involving AA-Facing Organizations (External) that directly or indirectly affect the ADH's / AM(MF)'s operations are reported, managed and appropriate action taken[11], [19]. [16] Ideally any such interfaces should be via positive '2-way' engagement (to be expected where eg permanently based ADH / AM(MF) activity occurs at an Aerodrome operated by an AA-Facing Organization), but in many situations this may not be possible or practical; in such cases the ADH's / AM(MF)'s ASMS needs to ensure that it appropriately addresses all RtL introduced on the ADH's / AM(MF)'s operations through the services and / or resource provided by the AA-Facing Organization. [17] This should also include organizations commissioned by AA-Facing Organizations to provide any aspect of these services / support. [18] Where Assurance activity is undertaken on an AA-Facing Organization's behalf by another organization, eg the CAA on a unit's ATS, then this may provide the necessary Assurance without the need for duplication. However, this does not remove the requirement for the ADH / AM(MF) to be satisfied that the scope of the Assurance activity is adequate. [19] Responsibility for reporting, management and follow-up actions will rest with the ADH / AM(MF).	No
1032[01](02)018	[01]	Authorized	AMC	1032(2).18 - AMC- Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying)-Facing Organizations (External)	18. Where an AA-Facing Organization (External) supports an ADH's / AM(MF)'s operations then, where practicable, ADHs / AM(MF)s should ensure that: a. The AA-Facing Organization (External) is aware that it is supporting the ADH's / AM(MF)'s operations. b. The AA-Facing Organization (External) understands its responsibilities to and effects on the ADH's / AMMF)'s operations. c. ADHs / AM(MF)s formally communicate to the AA-Facing Organization (External) any decision, activity or change in the ADH's / AM(MF)'s operating context (such as change in operating environment, the acquisition of new Air Systems or air capabilities) where that has the potential to affect either the supporting organization's operations, or its responsibilities to the ADH / AM(MF). d. Agreements / arrangements with AA-Facing Organizations (External) are recorded through formal documentation (such as an MoU).	No
1032[01](02)019	[01]	Authorized	GM	1032(2).19 - GM- Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying)-Facing Organizations (External)	19. There is a regulatory requirement on ADHs / AM(MF)s to identify AA-Facing Organizations (External) that support them; however, it may not be possible to identify all such organizations from the outset (eg a short-notice requirement may require support from previously unidentified AA-Facing Organizations (External)). Nevertheless, ADHs / AM(MF)s will ensure that ASMS processes are in place to identify such AA-Facing Organizations (External) and that compliance with this RA is achieved.	Guidance
1032[01](02)020	[01]	Authorized	GM	1032(2).20 - GM- Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying)-Facing Organizations (External)	20. Where organizations provide direct support to an ADH / AM(MF), it is likely readily apparent to the ADH / AM(MF), and the organization, that the organization is an AA-Facing Organization (External).	Guidance
1032[01](02)021	[01]	Authorized	GM	1032(2).21 - GM- Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying)-Facing Organizations (External)	21. Where organizations provide indirect support to an ADH / AM(MF), it may not be clear whether the organization is an AA-Facing Organization. In such cases the ADH / AM(MF) is responsible for determining whether an organization is an AA-Facing Organization (External) or not. If an organization believes it may be supporting an ADH / AM(MF) it nonetheless needs to engage with the relevant ADH / AM(MF), whether or not the ADH / AM(MF) has initiated dialogue.	Guidance
1032[01](02)022	[01]	Authorized	GM	1032(2).22 - GM- Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying)-Facing Organizations (External)	22. If doubt exists as to whether or not an AA-Facing Organization is an AA-Facing Organization (External), clarification can be sought from the MAA[14] .	Guidance
1032[01](02)023	[01]	Authorized	GM	1032(2).23 - GM- Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying)-Facing Organizations (External)	23. In certain circumstances a context-based judgement may have to be made regarding whether an organization that theoretically delivers or supplies aviation related services and / or resource (either directly or indirectly) to an ADH / AM(MF) actually does so in practice, and therefore is considered an AA-Facing Organization. To be considered an AA-Facing Organization under this RA, the organization's activities and decisions will have a direct or indirect effect on the Air Safety of an ADH's / AM(MF)'s aviation operations and / or the ability of an ADH / AM(MF) to mitigate associated operating RtL to ALARP and Tolerable. For example, it could be assessed that an organization solely supplying in-flight magazines for passengers has no impact on Air Safety, and therefore not an AA-Facing Organization; however, if the same organization were to supply Passenger Safety cards or aeronautical publications for the operating Aircrew then that aspect of its service provision would have an impact on Air Safety, and thus the organization would be considered an AA-Facing Organization. In any such cases the responsibility to determine whether an organization is an AA-Facing Organization is the responsibility of the affected ADH /AM(MF) based upon the arguments they have made, and the supporting evidence identified in their ASSC.	Guidance

1032[01](02)024	[01]	Authorized	GM	1032(2).24 - GM- Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying)-Facing Organizations (External)	24. In cases where distinct subsidiary or secondary AA-Facing Organizations (External) logically sit under a primary AA-Facing Organization (External)[16] it may be appropriate to consider the whole as a single AA-Facing Organization (External). Any such cases need to be formally documented by the affected ADH / AM(MF).	Guidance
1150[03]	[03]	Authorized	RA	1150 - RA (Issue 3) - Airborne Equipment and Airborne Forces	When Airborne Equipment[1] (AE) is employed there is potentially an associated Risk to Life (RtL). The RtL can be mitigated by application of selected regulations designed for Air Systems to the AE itself and the Airborne Forces (AF) Community[2] that use it. [1] Refer to MAA02: Military Aviation Authority Master Glossary. [2] The AF community is defined as those organizations and personnel employed in the delivery of the UK's AF capability, as operators or in an engineering or other supporting role; it encompasses Aviation Duty Holders (ADH), Defence Equipment and Support and other AF Stakeholders.	No
1150[03](01)	[03]	Authorized	Regulation	1150(1) - Regulation - Application of Regulations	As a minimum, the AF Community shall comply with MAA Regulations detailed at Annex A.	No
1150[03](01)001	[03]	Authorized	AMC	1150(1).1 - AMC - Application of Regulations	The AF Community should refer to the Acceptable Means of Compliance in the applicable Regulations listed at Annex A.	No
1150[03](01)002	[03]	Authorized	GM	1150(1).2 - GM - Application of Regulations	AE is not defined as an Air System. The Regulations referenced in this RA were specifically written with respect to Air Systems; however, their intent is equally applicable to AE and also to the risk management framework necessary to allow Aviation Duty Holders (ADH) and other members of the AF Community to ensure RtL is managed appropriately.	Guidance
1150[03](01)003	[03]	Authorized	GM	1150(1).3 - GM - Application of Regulations	Guidance regarding AE and AF Duty of Care and ADH responsibilities is contained in Annex B.	Guidance
1160[01]	[01]	Authorized	RA	1160 - RA (Initial Issue) - The Defence Air Environment Operating Framework	In order to provide Defence with the required flexibility over how future capabilities are both procured and employed, Air Systems that qualify for military registration may be Military or Civilian-Owned and may be operated by Military or Civilian Aircraft Operating Authorities (AOA) [1]. Additionally, an Air System that is not being operated in the interest of the MOD, but has the wider interest of the UK Government, may be granted UK military registration. Without a clear understanding of the correct governance framework, there is a risk that key responsibilities may be diluted or neglected entirely, with the result that the risks associated with operation of the Air System are not adequately managed. This RA introduces a coherent and consistent operating framework which has been developed to ensure that similar aviation activities within the Defence Air Environment (DAE) that result in a similar level of risk exposure, attract the same level of assurance and scrutiny, regardless of who owns or operates the Air System. All activities within the DAE will be assigned to an operating category which will define who is responsible for the execution and assurance of key functions including, Risk to Life (RtL) management, Continuing Airworthiness (CAw) and flight operations, as well as the balance of accountability between the MOD and the contractor for Type Airworthiness (TAw). 1. Air Navigation Order (ANO) Definition of a Military Aircraft. The ANO [2] defines a military Aircraft [3] as: an Aircraft which is owned by the military; an Aircraft which is being constructed for the military; or "any aircraft for which there is in force a certificate [4] issued by the Secretary of State that the aircraft is to be treated for the purposes of [the ANO] as a military aircraft." 2. DAE. Activity within the DAE will fall into one of the following categories: a. In-Service. Activity related to a UK military registered Air System being operated in the interest of the MOD, where the Air System itself and all Role Equipment and / or Equipment Not Basic to the Air System (ENBAS) required to deliver the capability have completed development activity and are being used to deliver the capability for which they were intended, be that training or operations. b. Development. Activity related to a UK military registered Air System where the Air System itself or any Role Equipment and / or ENBAS required to deliver the capability is being tested, evaluated or assessed in order to generate evidence in support of the Air System Safety Case (ASSC). c. Special Case Flying. Special Case Flying refers to any operation of an Air System which is UK military registered, but which is not being operated in the interest of the MOD. 3. MOD Interest. An activity on a UK military registered Air System is defined as being operated in the interest of the MOD when any one of the following criteria is satisfied: a. There is a direct contract in place between the MOD and the Operator of the Aircraft for the provision of the activity. b. MOD personnel are required to fly on or fly the Air System, as either Aircrew, RPAS operators, Supernumerary Crew or	Yes
1160[01](01)	[01]	Authorized	Regulation	1160(1) - Regulation - Defence Air Environment Operating Categories	All Air Systems operating within the DAE shall be assigned to an appropriate operating category and shall be subject to the governance arrangements defined by that operating category.	Yes
1160[01](01)007	[01]	Authorized	AMC	1160(1).7 - AMC - Defence Air Environment Operating Categories	Operating Categories. Aviation Duty Holders (ADH)[5] and, for Civilian-Owned or Civilian Operated Air Systems, the Sponsor[6], should assign each Air System within their Area of Responsibility (AoR), and any activity relating to the operation of that Air System, into the following operating categories[7]: a. Military Operated (Development). b. Military Operated (In-Service). c. Civilian Operated (Development). d. Civilian Operated (In-Service). e. Special Case Flying. [5] This is the RPAS Duty Holder for: Open A2 Sub 4 kg; Open A3 Sub 4 kg and Sub 25 kg; and Specific S1 RPAS. [6] Refer to RA 1019 – Sponsor of Military Registered Civilian-Owned and Civilian Operated Air Systems - Air Safety Responsibilities. [7] Descriptions of the Operating Categories and further Guidance Material can be found at para 13.	Yes

1160[01](01)008	[01]	Authorized	AMC	1160(1).8 - AMC - Defence Air Environment Operating Categories	Ownership. The ANO requires Civilian-Owned Air Systems that operate on the UK MAR to be issued with a Certificate of Usage (CofU) issued on behalf of the Secretary of State (SofS)[8]. Therefore, the Sponsor should ensure that Civilian Owned Air Systems are issued with a valid CofU in accordance with (iaw) RA 1160(3) and registered iaw RA 1161[9]. [8] A CofU is only required for Civilian-Owned RPAS in the Specific and Certified Categories. Civilian-Owned RPAS in Open A1, Open A2 and Open A3 are prohibited from being operated on the UK MAR. [9] Refer to RA 1161 – Military Registration of Air Systems Operating within the Defence Air Environment.	Yes
1160[01](01)009	[01]	Authorized	AMC	1160(1).9 - AMC - Defence Air Environment Operating Categories	Governance Arrangements – Military Operated. For Military Operated Air Systems, ADHs should actively manage Air Safety and comply with RA 1020[10]. [10] Refer to RA 1020 – Aviation Duty Holder and Aviation Duty Holder-Facing Organizations – Roles and Responsibilities.	Yes
1160[01](01)010	[01]	Authorized	AMC	1160(1).10 - AMC - Defence Air Environment Operating Categories	Governance Arrangements – Civilian Operated. For Civilian Operated Air Systems, the Sponsor should ensure that all activities relating to operation of the Air Systems are subject to the governance arrangements detailed in RA 1162[11]. [11] Refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems.	Yes
1160[01](01)011	[01]	Authorized	AMC	1160(1).11 - AMC - Defence Air Environment Operating Categories	Governance Arrangements – Special Case Flying. For Special Case Flying Air Systems, the Sponsor should ensure that all activities relating to operation of the Air Systems are subject to the governance arrangements detailed in RA 1163[12]. [12] Refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems.	No
1160[01](01)012	[01]	Authorized	AMC	1160(1).12 - AMC - Defence Air Environment Operating Categories	Transfer of Air Systems between Operating Categories. The transfer of Air Systems between Operating Categories may require formal transfer of Air Safety management arrangements, all transfers should meet the regulatory requirements as detailed in RA 1164 [13] [14]. [13] Refer to RA 1164 – Transfer of UK Military Registered Air Systems. [14] Open and Specific S1 RPAS are required to apply the Air Safety intent of RA 1164.	No
1160[01](01)013	[01]	Authorized	GM	1160(1).13 - GM - Defence Air Environment Operating Categories	Operating Categories within the DAE. All aviation activity within the DAE (ie activity on a military registered Air System and therefore regulated by the MAA) will fall into one of the following five operating categories (see Figure A-1 at Annex A): a. UK Military Registered Air Systems Operating for MOD Interest: (1) Military Operated (Development). All UK military registered Air Systems which are undergoing development activity, defined as Test and Evaluation (T&E) category activities 1 to 4 [15], and operated under a military AOA. The operation of Development Air Systems by the Air and Space Warfare Centre or the Air Test and Evaluation Centre are examples of such activity. (2) Military Operated (In-Service). All UK military registered Air Systems which are being used to provide the capability for which they were intended and operated under a military AOA. Activities undertaken by military front line units or training organizations utilizing In-Service Air Systems fall into this category. (3) Civilian Operated (Development). All UK military registered Air Systems which are still in development or undergoing modification and operated by a civilian AOA (Contractor Flying Approved Organization Scheme (CFAOS)). Activities associated with Air Systems which are in production for the MOD by industry, or transferred to industry for modification, will fall into this category. (4) Civilian Operated (In-Service). All UK military registered Air Systems which are being used to provide the capability for which they were intended and operated by a civilian AOA (CFAOS). This category will include those operations where the MOD has placed a contract with a CFAOS organization for the provision of a capability utilizing a UK military registered Air System. Examples of these contracted capabilities include the provision of training for UK personnel or the transport of UK personnel or equipment. b. UK Military Registered Air Systems NOT Operating for MOD Interest: (1) Special Case Flying. UK Military Registration may be granted to an Air System that is not operating in the interest of the MOD and is not eligible / suitable to achieve civil registration, if it is deemed to be in the interests of the wider UK Government; their operation is categorized as Special Case Flying. As Special Case Flying is not operating in the interest of the MOD, by definition, it will only be conducted on Air Systems which are not owned by the MOD and are operated under a civilian AOA (CFAOS). Special Case Flying may encompass Air Systems which are undergoing development, in production for export, or being used to deliver a service. [15] Refer to RA 2370(3): Test and Evaluation Activity.	Guidance
1160[01](01)014	[01]	Authorized	GM	1160(1).14 - GM - Defence Air Environment Operating Categories	Governance Arrangements. The Air Safety governance arrangements as defined for a specific operating category determine how the management of RtL, TAw, CAw and flight operations are to be discharged and assured. The key responsibilities for the ensurance and assurance of these functions are summarised within Table A-1 at Annex A. Explicit responsibilities for Civilian Operated (Development) and (InService) Air Systems are detailed within RA 1162[11]. Explicit responsibilities for Special Case flying are detailed within RA 1163[12]. There is no bespoke RA for Military Operated Air Systems as the ADH's responsibilities for Air Safety Governance are as defined within the MAA Regulatory Publications. The structure of the RA 1160 series, and how the RAs apply to the operating categories, is depicted in Figure B-1 at Annex B. [11] Refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems. [12] Refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems.	Guidance

1160[01](01)015	[01]	Authorized	GM	1160(1).15 - GM - Defence Air Environment Operating Categories	It may be possible for an Air System to operate across multiple Operating Categories; eg a Civilian Operated Air System delivering to a Special Case Flying contract during one series of flights and then to a Civilian Operated (In-Service) contract during another series of flights. For this operating scenario the conditions of RA 1162 apply above that of RA 1163.	Guidance
1160[01](01)016	[01]	Authorized	GM	1160(1).16 - GM - Defence Air Environment Operating Categories	For the purposes of defining Military-Owned Air Systems within the RA 1160 series, foreign owned Military Air Systems are included.	Guidance
1160[01](02)	[01]	Authorized	Regulation	1160(2) - Regulation - Responsibilities of the Sponsor of Civilian-Owned and / or Civilian Operated Military Registered Air Systems	All Civilian-Owned and / or Civilian Operated Military Registered Air Systems shall have a Sponsor, who shall be a Crown Servant.	Yes
1160[01](02)017	[01]	Authorized	AMC	1160(2).17 - AMC - Responsibilities of the Sponsor of Civilian-Owned and / or Civilian Operated Military Registered Air Systems	Requirement. Civilian-Owned and / or Civilian Operated Air Systems should have a nominated Sponsor once it has been established that either: a. The Air System is not eligible / suitable for registration by the Civilian Aviation Authority; b. The task is in the interest of the wider UK Government; c. The MOD as a Department of State has agreed that MOD resource is to be utilized to support the activity.	No
1160[01](02)018	[01]	Authorized	AMC	1160(2).18 - AMC - Responsibilities of the Sponsor of Civilian-Owned and / or Civilian Operated Military Registered Air Systems	Nomination. The Sponsor should be an individual at 2* level or above, with appropriate competence, experience and delegation[16] to discharge the legal responsibility of the SofS for the Air Safety of Air Systems on the UK MAR. [16] From the relevant service Chief of Staff or Chief Executive Officer.	No
1160[01](02)019	[01]	Authorized	AMC	1160(2).19 - AMC - Responsibilities of the Sponsor of Civilian-Owned and / or Civilian Operated Military Registered Air Systems	Responsibilities. Sponsor responsibilities are dependent upon Air System ownership and operating category, as follows: a. Civilian-Owned and Military Operated (Development or In Service). For Civilian-Owned and Military Operated Air Systems, the Sponsor should be responsible for: (1) Approving the CofU iaw RA 1160(3). (2) Applying for Military Registration of the Air System iaw RA 1161[9]. (3) Nomination of an appropriate Operating Duty Holder (ODH) to be responsible for actively managing Air Safety and to comply with RA 1020[10]. b. Civilian-Owned and Civilian Operated (Development or In Service). For Civilian-Owned and Civilian Operated Air Systems, the Sponsor should be responsible for: (1) Approving the CofU iaw RA 1160(3) (2) Applying for Military Registration of the Air System iaw RA 1161[9]. (3) Assuring themselves on behalf of the SofS that the appropriate Air Safety governance arrangements for RtL, flight operations, CAw and TAw management are at least equivalent to those within a Military Operated environment, as required by RA 1162[11]. When assessing the level of activity required to assure that the Air Safety arrangements are appropriate, the Sponsor should consider the operating context in which the activity will be undertaken, the potential for conflict of loyalties and the level of risk exposure. (4) Approving the Air System's Military Permit to Fly (MPTF) (InService) iaw RA 1305[17]. c. Special Case Flying. For Special Case Flying Air Systems, the Sponsor should be responsible for (1) Approving the CofU iaw RA 1160(3). (2) Applying for Military Registration of the Air System iaw RA 1161[9]. (3) Assuring themselves on behalf of the SofS that the appropriate Air Safety governance arrangements for RtL, flight operations, CAw and TAw management are in place, as required by RA 1163[12]. When assessing the level of activity required to assure that the Air Safety arrangements are appropriate, the Sponsor should consider the operating context in which the activity will be undertaken, the potential for conflict of loyalties and the level of risk exposure. (4) Issuing the Certificate for Commencement of Flight for Civilian Operated (Special Case Flying) Air Systems. [9] Refer to RA 1161 – Military Registration of Air Systems Operating within the Defence Air Environment. [10] Refer to RA 1020 – Aviation Duty Holder and Aviation Duty Holder-Facing Organizations – Roles and Responsibilities. [11] Refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems.	No
1160[01](02)020	[01]	Authorized	GM	1160(2).20 - GM - Responsibilities of the Sponsor of Civilian-Owned and / or Civilian Operated Military Registered Air Systems	For Civilian-Owned and Military Operated Air Systems the MAA consider the relevant Release To Service Authority (RTSA) to be a Suitably Qualified and Experienced Person and independent to fulfil the role of the Sponsor.	Guidance
1160[01](02)021	[01]	Authorized	GM	1160(2).21 - GM - Responsibilities of the Sponsor of Civilian-Owned and / or Civilian Operated Military Registered Air Systems	Air Systems which are Military-Owned and Military Operated, but which are transferred to a CFAOS contractor for the conduct of post Maintenance test flights, will remain under the responsibilities of the original Sponsor; Sponsorship conditions do not transfer to that for Civilian Operation for the period of this type of activity. The specific requirements for the transfer of such Air Systems is detailed at RA 1164[13]. [13] Refer to RA 1164 – Transfer of UK Military Registered Air Systems.	Guidance

1160[01](02)022	[01]	Authorized	GM	1160(2).22 - GM - Responsibilities of the Sponsor of Civilian-Owned and / or Civilian Operated Military Registered Air Systems	For Civilian-Owned or Military-Owned Air Systems operating in the Civilian Operated (Development) Category, refer to RA 5880[18] for approval of the MPTF (Development). [18] Refer to RA 5880 – Military Permit to Fly (MRP 21 Subpart P)	Guidance
1160[01](02)023	[01]	Authorized	GM	1160(2).23 - GM - Responsibilities of the Sponsor of Civilian-Owned and / or Civilian Operated Military Registered Air Systems	For Civilian-Owned Air Systems operating in the Special Case Flying Category, refer to RA 1305[17] for approval of the MPTF (Special Case Flying). Special Case Flying Air Systems may also undertake developmental activity, under these circumstances the Air System will be operated iaw RA 5880 - MPTF (Development). [17] Refer to RA 1305 - Military Permit to Fly (In-Service), (Special Case Flying) and (Single Task).	Guidance
1160[01](02)024	[01]	Authorized	GM	1160(2).24 - GM - Responsibilities of the Sponsor of Civilian-Owned and / or Civilian Operated Military Registered Air Systems	The MAA recognize that for Military-Owned and Civilian Operated (Development or In Service) Air System there will be a duality of Sponsor responsibilities; a Senior Responsible Owner (SRO) will fulfil the Sponsor responsibilities for registration of the Air System onto the UK MAR, iaw RA 1161[9] yet, as a result of becoming Civilian Operated, a separate Sponsor will fulfil the responsibilities of RA 1162[11]. A responsibility transfer will be required between SRO and the Sponsor, likely to occur prior to Air System Activation on the UK MAR, and the MAA can be contacted to provide bespoke clarifying guidance as and when this type of Operating Context is required. [9] Refer to RA 1161 – Military Registration of Air Systems Operating within the Defence Air Environment. [11] Refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems.	Guidance
1160[01](03)	[01]	Authorized	Regulation	1160(3) - Regulation - Certificate of Usag	For all UK Military Registered Civilian-Owned Air Systems the Sponsor shall ensure there is a valid CofU[19]. [19] A CofU is only required for Civilian-Owned RPAS in the Specific and Certified Categories. Civilian-Owned RPAS in Open A1, Open A2 and Open A3 are prohibited from being operated on the UK MAR.	Yes
1160[01](03)025	[01]	Authorized	AMC	1160(3).25 - AMC - Certificate of Usage	The CofU should be based upon the template hosted on the MAA's website.	No
1160[01](03)026	[01]	Authorized	AMC	1160(3).26 - AMC - Certificate of Usage	The CofU should be produced by the Sponsor, on acceptance of the applicant's Application for Approval in Principle (AAiP), and should state the following: a. The designated type and mark of the Air System. b. The unique serial number of the specific airframe(s)[20]. c. The agreed operating category(s) that the Air System is to be operated within. d. A description of the proposed scope of activity to be conducted. e. A description of the proposed ownership and management of RtL, Operations, TAw and CAw. [20] See para 32	No
1160[01](03)027	[01]	Authorized	AMC	1160(3).27 - AMC - Certificate of Usage	The CofU should not include specific flight limitations; these should be captured in either a Release To Service (RTS), MPTF (In-Service), MPTF (Development) or MPTF (Special Case Flying).	No
1160[01](03)028	[01]	Authorized	AMC	1160(3).28 - AMC - Certificate of Usage	The CofU should only be signed by the Sponsor when they are satisfied that the proposed Air Safety governance arrangements for the Air System are appropriate for the intended operating category.	No
1160[01](03)029	[01]	Authorized	AMC	1160(3).29 - AMC - Certificate of Usage	The Sponsor should present the CofU to the MAA[21] for review under the following circumstances: a. When applying for UK military registration accompanying the AAiP. b. When requesting activation of the Air System on the UK MAR. c. Following any change to, or renewal of, the CofU. [21] DSA-MAA-OpAssure-MAR@mod.gov.uk.	Yes
1160[01](03)030	[01]	Authorized	AMC	1160(3).30 - AMC - Certificate of Usage	The Sponsor should: a. Conduct a regular review of the CofU to confirm that the scope of operation remains appropriate for UK military registration and confirm that the Air Safety governance arrangements for that Air System remain appropriate as defined by the agreed operating category. b. Revoke the CofU if not satisfied with the Air Safety governance arrangements for that Air System as defined by the agreed operating category. c. Inform the MAA21 immediately when the CofU is revoked or withdrawn for any reason. d. Forward amended CofU documentation to the MAA[21]. [21] DSA-MAA-OpAssure-MAR@mod.gov.uk.	No
1160[01](03)031	[01]	Authorized	GM	1160(3).31 - GM - Certificate of Usage	The ANO requires that the military status of Military Registered Civilian-Owned Air Systems is recognized by the issue of a certificate signed on behalf of the SofS; this is the CofU.	Guidance
1160[01](03)032	[01]	Authorized	GM	1160(3).32 - GM - Certificate of Usage	The CofU is signed on behalf of the SofS by the Sponsor and serves to legally declare that the operation of the Air System does not have to comply with the ANO. This is the purpose of the CofU; it is neither a TAw release document nor a flight limitations document.	Guidance
1160[01](03)033	[01]	Authorized	GM	1160(3).33 - GM - Certificate of Usage	Whilst the CofU will bound the type of activity for which military registration is deemed appropriate by the Sponsor, the CofU will not be used to articulate specific flight limitations; these will be contained within either the RTS or MPTF as appropriate. As such, the application for, and signature of, a CofU for military registration of a Civilian-Owned Air System will occur at the start of the registration process and will be included in the AAiP.	Guidance
1160[01](03)034	[01]	Authorized	GM	1160(3).34 - GM - Certificate of Usage	When submitted as part of the AAiP, the CofU will reference the former civilian or non-UK military registration number, or the Manufacturer's Serial Number. Once a provisional UK military registration tail number has been allocated to the airframe the CofU will reference this tail number.	Guidance
1160[01](03)035	[01]	Authorized	GM	1160(3).35 - GM - Certificate of Usage	The CofU can refer to more than one airframe of an Air System type, providing that the scope of activity, operating category, and Air Safety governance arrangements are common for all airframes to which the CofU refers.	Guidance

1161[01]	[01]	Authorized	RA	1161 - RA (Initial Issue) - Military Registration of Air Systems Operating within the Defence Air Environment	Registration of an Air System, and its associated registration marking, is required to provide each Air System with a unique identity. To operate within the Defence Air Environment (DAE) military registration is required and registration markings must be displayed. Not having Air Systems appropriately marked introduces a risk that accountability and assurance of Air Safety will be diluted or neglected entirely. This RA details the military registration and activation process for all Air Systems operating within the DAE	No
1161[01](01)	[01]	Authorized	Regulation	1161(1) - Regulation - Military Air System Registration	All Air Systems intending to operate in the DAE shall be registered on the UK Military Aircraft Register (MAR).	No
1161[01](01)001	[01]	Authorized	AMC	1161(1).1 - AMC - Military Air System Registration	All Air Systems to be employed within a DAE Operating Category [1] should be registered following submission of a successful application by either the Senior Responsible Owner (SRO) [2] for Military-Owned or Sponsor for Civilian-Owned. [1] Refer to RA 1160(1): Defence Air Environment Operating Categories. [2] The SRO is the single individual with overall responsibility for ensuring that a programme meets its objectives and delivers the projected benefits.	No
1161[01](01)002	[01]	Authorized	AMC	1161(1).2 - AMC - Military Air System Registration	To qualify for military registration and operation within the DAE; a. The Air System should meet the Air Navigation Order (ANO) definition of a 'military aircraft' [3], or b. The Air System should not be eligible / suitable for registration by the Civilian Aviation Authority (CAA); that is, it is required to be operated in a manner outside that permitted by the ANO, or the operation or design is outside CAA expertise. [3] Refer to RA 1160 – The Defence Air Environment Operating Framework paragraph 1.	No
1161[01](01)003	[01]	Authorized	AMC	1161(1).3 - AMC - Military Air System Registration	The prerequisites for military registration and operation within the DAE are that; a. A Civilian-Owned Air System should have a Certificate of Usage (CofU) [4]. b. The Air System should be designed, maintained and operated by organizations that have been formally approved by the MAA. Air Systems not designed by a MAA approved organization should have a MAA approved Coordinating Design Organization (CDO) and be appointed as the Air System CDO by the relevant Type Airworthiness Authority (TAA), prior to the submission of the Application for Approval in Principle (AAiP). Where the Design Organization (DO) of the platform is not MAA approved, the TAA should request a waiver against RA 1005 [5] for the DO, prior to submission of the AAiP, and have a contracted route to achieving approval c. The Air System's Type Certification Basis should consist of applicable certification specifications for airworthiness that have been shown to deliver a level of safety that is consistent with the intent of Def Stan 00-970 in accordance with (iaw) RA 5810 [6]. d. The Air System should be capable of controlled flight. e. The Air System's operation should be intended to complete multiple flights. [4] A CofU is only required for Civilian-Owned Remotely Piloted Air Systems (RPAS) in the Specific and Certified Categories. Civilian-Owned RPAS in Open A1, Open A2 and Open A3 are prohibited from being operated on the UK MAR. [5] Refer to RA 1005 – Contracting with Competent Organizations. [6] Refer to RA 5810 – Military Type Certificate (MRP 21 Subpart B).	No
1161[01](01)004	[01]	Authorized	AMC	1161(1).4 - AMC - Military Air System Registration	An Air System should only be registered with one aviation authority at any one time, therefore before registration on the UK MAR, Air Systems transferring from another register should provide proof of de-registration. Similarly, UK military Air Systems transferring to another register require a UK military Certificate of De-Registration.	No
1161[01](01)005	[01]	Authorized	AMC	1161(1).5 - AMC - Military Air System Registration	The status of an Air System's registration on the UK MAR should be one of the following; a. Provisional. Provisional registration occurs prior to operation of the Air System and following successful AAiP. b. Active. Activation on the UK MAR, and registration of the Air System as Active, occurs prior to first flight of the Air System and following successful Request for Activation on the UK MAR. c. Inactive. Designation of an individual Air System by tail number as Inactive applies when the Air System is no longer being operated for a sustained period. This is likely to be for a period of Storage for the purposes of Inactive Fleet Management or when a military Air System is being sold to a Civilian Operator for continued use in the DAE and temporary in-activity is required. (1) Storage. The Military Continuing Airworthiness Manager (Mil CAM) should notify the MAR Registrar [7] when an Air System enters a period of storage, upon which the Registrar will identify the Air System as Inactive. The Mil CAM should notify the MAR Registrar when an Air System returns from Inactive to Active, no further application evidence is required. (2) Sale of an Air System to a Civilian Operator. If an Air System is to be sold to a Civilian operator it may be entitled to remain registered on the UK MAR providing there is; a designated Sponsor for the future activity; a contract in place for the future activity; and the Air Safety management approvals remain in place with no gap in regulatory oversight. To maintain an Air System on the MAR, the Sponsor should inform the MAR Registrar [7] of the intent to maintain the Air System on the MAR, at which point the Air System will be temporarily made Inactive. Prior to the operation of the Air System, the Sponsor should submit an AAiP and Request for Activation to DSA-MAA-Operating-Assurance-Hd. d. De-Registered. When military registration is no longer required (Out of Service Date, disposal or transfer to another regulating authority), and regulation under the MAA Regulatory Publications (MRP) is no longer appropriate, the Mil CAM should make the request to the MAA [7] notifying the Sponsor, to de-register the Air System. On review by the MAA the Mil CAM will be issued a Certificate of De-Registration. All UK military markings should be removed from Air Systems once de-registered. [7] DSA-MAA-OpAssure-MAR@mod.gov.uk.	No
1161[01](01)006	[01]	Authorized	AMC	1161(1).6 - AMC - Military Air System Registration	When operating on the UK MAR, registration markings should be appropriately displayed for the size and type of the Air System.	No

1161[01](01)007	[01]	Authorized	GM	1161(1).7 - GM - Military Air System Registration	A flow chart providing guidance to meet the requirements for military Air System registration is at Annex A.	Guidance
1161[01](01)008	[01]	Authorized	GM	1161(1).8 - GM - Military Air System Registration	The registration of Air Systems provides a unique identity that enables the following essential actions: a. The certification of fitness for flight of individual airframes. b. Identification in flight. c. Configuration control. d. A record of usage and Maintenance.	Guidance
1161[01](01)009	[01]	Authorized	GM	1161(1).9 - GM - Military Air System Registration	If an Air System, having been de-registered from the UK MAR as an act of transfer and registration onto another Authority's register, returns to the UK MAR it will follow full AAiP and Request for Activation processes.	Guidance
1161[01](01)010	[01]	Authorized	GM	1161(1).10 - GM - Military Air System Registration	The regulatory requirements of paragraphs 3b and 3c do not apply to Open and Specific Category RPAS.	Guidance
1161[01](01)011	[01]	Authorized	GM	1161(1).11 - GM - Military Air System Registration	RPAS Remote Pilot Stations (RPS) are not registered on the MAR. As an element of the RPAS, a RPS may be allocated to a number of different RPAS. The administration and identification of RPAS RPS are to be locally controlled and managed.	Guidance
1161[01](01)012	[01]	Authorized	GM	1161(1).12 - GM - Military Air System Registration	The CAA may be unwilling to register Air Systems due to their design standards, their intended spectrum of operation or their end-use. Such Air Systems may be placed on the MAR, with the Secretary of State (SofS) regulating their Airworthiness and operation, but only where there is clear benefit to the UK Government in doing so.	Guidance
1161[01](01)013	[01]	Authorized	GM	1161(1).13 - GM - Military Air System Registration	Examples of Air Systems that may be suitable for military registration include: a. A Type developed from a military design that was originally procured by the MOD and designed by a DO approved under the MAA Design Approved Organization Scheme (DAOS). b. A new Air System, not the subject of a MOD contract, but designed by a DO approved under the MAA DAOS. c. A new Air System, subject of a MOD contract. d. An Air System designed in a foreign country which is the subject of a Memorandum of Understanding (MOU) between the UK Government and the country of origin government, agreeing the further development of the design, and flight testing in UK airspace, under the auspices of a DO approved under the MAA DAOS. e. Air Systems returning for operation in the UK that have previously been registered prior to export. Foreign-Owned Air Systems returning to the UK for Maintenance, modification may be considered for registration. f. Air Systems sponsored by a UK Government Department, supported by an authoritative statement to the effect that the proposal is in the wider UK national interest.	Guidance
1161[01](01)014	[01]	Authorized	GM	1161(1).14 - GM - Military Air System Registration	For the purposes of defining Military-Owned Air Systems within the RA 1160 series, foreign-Owned Military Air Systems are included.	Guidance
1161[01](01)015	[01]	Authorized	GM	1161(1).15 - GM - Civil Registered, Civilian-Owned Historic Military-Type Air Systems	Historic military type Air Systems, that have been awarded a CAA Certificate of Airworthiness or a CAA Permit to Fly, may be granted permission, in the interests of aviation history, to display original, historically accurate military livery and 'applicable to type' military registration numbers in lieu of a civil registration number.	Guidance
1161[01](01)016	[01]	Authorized	GM	1161(1).16 - GM - Civil Registered, Civilian-Owned Historic Military-Type Air Systems	Applications to display historic military markings and liveries are made to the appropriate Front Line Command (FLC) iaw the procedures detailed on the CAA web page entitled 'Exemptions from the need to display markings on UK Registered Aircraft'. The FLC will assess the application and its supporting documentation and, if satisfied, will forward the request to the DSA-MAA-Operating-Assurance-Hd.	Guidance
1161[01](01)017	[01]	Authorized	GM	1161(1).17 - GM - Civil Registered, Civilian-Owned Historic Military-Type Air Systems	Providing the historic military registration number is not already in use it will be authorized. DSA-MAA-Operating-Assurance-Hd will authorize the Registrar to annotate the MAR. The Registrar will maintain a separate section within the MAR to identify UK military registration numbers that have been authorized for display on Civilian-Owned historic military type Air Systems.	Guidance
1161[01](01)018	[01]	Authorized	GM	1161(1).18 - GM - Civil Registered, Civilian-Owned Historic Military-Type Air Systems	A letter of permission to operate with historic markings and liveries will be issued by the FLC to the applicant, copied to the Registrar. In order for the applicant to gain CAA exemption from Article 32 and Schedule 4 Part 2 of the ANO 2016 they are to send their letter of permission to the CAA Aircraft Registration Section iaw the guidance provided on the CAA website.	Guidance
1161[01](01)019	[01]	Authorized	GM	1161(1).19 - GM - Civil Registered, Civilian-Owned Historic Military-Type Air Systems	Registration Markings. For the purpose of Air System registration markings, and in consultation with the Delivery Team where applicable, guidance can be taken from Digital Air Publication (DAP) 119A-0601-0B Chapter 9 [8] and CAP 523 [9]. Where RPAS are either too small to physically accommodate registration markings or are unable to have them applied in the standard positions, guidance can be taken from CAA guidance on labelling drones and model aircraft. When Operational considerations are required for applying registration markings the Camouflage Working Group is to be consulted. [8] Refer to DAP 119A-0601-0B – Surface Finishing Processes, Procedures, Materials and Equipment. Additional guidance with regards to identification markings on small RPAS can be sought independently through DSA-MAA-MRPEnquiries@mod.gov.uk. [9] Refer to CAP 523 – Display of Nationality and Registration Marks on Aircraft: Guidance for Owners.	Guidance
1161[01](01)020	[01]	Authorized	GM	1161(1).20 - GM - Civil Registered, Civilian-Owned Historic Military-Type Air Systems	Non-applicability for registration on the UK MAR. RA 1166 and RA 1240 [10], offer defence the ability to contract for the utilization of civilian registration and thus these Air Systems do need to be registered on the UK MAR. [10] Refer to RA 1166 – UK Civil-Registered Aircraft Utilized by the Ministry of Defence and RA 1240 – Chartering of Civilian Air Systems for Military Purposes.	Guidance
1161[01](02)	[01]	Authorized	Regulation	1161(2) - Regulation - Application for Approval in Principle	When applying to register an Air System on to the UK MAR an AAiP shall be submitted.	No

1161[01](02)021	[01]	Authorized	AMC	1161(2).21 - AMC - Application for Approval in Principle	For Civilian-Owned Air Systems the AAiP should be prepared by the Applicant for the Sponsor using the template hosted on the MAA's website.	No
1161[01](02)022	[01]	Authorized	AMC	1161(2).22 - AMC - Application for Approval in Principle	When satisfied that the Air System has qualified for military registration and met the registration principles, the SRO [2] (for Military-Owned) or Sponsor (for Civilian-Owned) should submit the completed application (whose template is hosted on the MAA website), the CofU for Civilian-Owned, and the associated Air System Safety Case (ASSC) Report [11], to DSA-MAA-Operating-Assurance-Hd. [2] The SRO is the single individual with overall responsibility for ensuring that a programme meets its objectives and delivers the projected benefits. [11] For Open and Specific S1 Category RPAS refer to RA 1600 for the alternative requirements to the ASSC Report.	No
1161[01](02)023	[01]	Authorized	AMC	1161(2).23 - AMC - Application for Approval in Principle	In addition to the requirements of RA 1205 [12], submission of the ASSC Report [13] as part of the AAiP [14] should explicitly; a. Detail Claims / Arguments that summarise the organizational approvals for the design, Maintenance and operation of the Air System. b. Detail Claims / Arguments that summarise the approach taken to develop the Equipment Safety Assessment [15] and Airworthiness Strategy. c. Detail Claims / Arguments that summarise the proposed arrangements for the upkeep of Type and Continuing Airworthiness while the Air System is registered on the MAR. d. Detail Claims / Arguments that summarise the approach to develop the Maintenance policy. [12] Refer to RA 1205 – Air System Safety Cases. [13] Dependent on the juncture at which registration of an Air System is sought, this could be either the ASSC Strategy Report or ASSC Acquisition Basis Report. [14] Submission of the ASSC Report replaces the Air Safety Strategy. [15] Refer to RA 1220(3): Equipment Safety Assessment.	No
1161[01](02)024	[01]	Authorized	AMC	1161(2).24 - AMC - Application for Approval in Principle	Special Case Flying. For military registration of Air Systems not operating in the MOD interest, the Sponsor should ensure the AAiP; a. Appropriately argues that it is in the interest of the UK Government to place the Air System on the MAR. b. Details that the Applicant will bear all MOD costs associated with the project throughout its life. c. Details that the Applicant will indemnify the MOD against any costs that might be incurred as a result of an accident or incident.	No
1161[01](02)025	[01]	Authorized	GM	1161(2).25 - GM - Application for Approval in Principle	The end-to-end process for registering an Air System typically takes 6 months. It is highly recommended that the SRO (for Military-Owned Air Systems) or the Applicant (for Civilian-Owned Air Systems) holds a launch meeting at the start of a project to register an Air System with the Military Aircraft Registration section of the MAA [7], so that timescales are clear and expectations are managed. This is especially important in cases where the Air System is unfamiliar to the MOD or there will be a significant difference in the design and / or usage of the Air System compared with an equivalent In-Service Type. [7] DSA-MAA-OpAssure-MAR@mod.gov.uk.	Guidance
1161[01](02)026	[01]	Authorized	GM	1161(2).26 - GM - Application for Approval in Principle	At the point of submission of the AAiP the associated ASSC Report will not be the fully substantiated ASSC Report; this is required through submission of the Live ASSC Report as part of the request for Activation on the UK MAR to support flying operations. For the AAiP, an appropriately mature ASSC Report that summarises the developing ASSC is to be submitted.	Guidance
1161[01](02)027	[01]	Authorized	GM	1161(2).27 - GM - Application for Approval in Principle	On review of the AAiP, along with the CofU for Civilian-Owned Air Systems, the MAA Registrar will provisionally enter the Air System details onto the UK MAR and notify the SRO / Sponsor of the provisional tail numbers.	Guidance

1161[01](02)028	[01]	Authorized	GM	1161(2).28 - GM - Application for Approval in Principle	The AAiP template requires the following information, each to be supplemented by a detailed narrative where appropriate. a. Purpose of Military Registration: eg Export support, service provision, training. b. Intended Operating Category(s): Declaration of the endorsed operating category(s) for the activity, highlighting if the activity will be undertaken in one of more Operating Categories. Is the proposed activity for the Air System: (1) For MOD Interest or not for MOD Interest. (2) Military or Civilian Operated. (3) Military or Civilian-Owned. (4) Development or In-Service. c. Proposed Types of Flying: (1) Test and Evaluation (T&E) Activity: (a) Cat 1. Experimental / Developmental. (b) Cat 2. Flight Safety-Critical. (c) Cat 3. Production. (d) Cat 4. Non-Flight Safety-Critical. (e) Cat 5. Operational. (2) T&E Support Activity: (a) Trial Workup Flying. (b) Trial Support Flying. (c) Test Pilot Training. (d) QualEval Flying. (e) Demonstration Flying. (3) Non-Test and Evaluation Activity: (a) Continuation Training. (b) Tasked Flying. (c) Conversion Training. (d) Maintenance Test Flying. (e) Customer Flying Training.	Guidance
1161[01](03)	[01]	Authorized	Regulation	1161(3) - Regulation - Request for Activation on the UK Military Aircraft Register	Prior to operation of the Air System, the Air System shall be registered as Active on the UK MAR.	No
1161[01](03)029	[01]	Authorized	AMC	1161(3).29 - AMC - Military-Owned Air Systems	The SRO should submit a request for activation for the required Air System tail numbers, along with the Live ASSC Report (T&E or In-Service) and appropriate documentary evidence of the Air Safety Management System (ASMS) [17], to DSA-MAAOperating-Assurance-Hd. [17] Refer to RA 1200 – Air Safety Management.	No
1161[01](03)030	[01]	Authorized	AMC	1161(3).30 - AMC - Military-Owned Air Systems	Submission of the Live ASSC Report (T&E) or (In-Service) should explicitly include Claims / Arguments that summarise: a. The arrangements for the management of flying Operations, Type Airworthiness, and Continuing Airworthiness. b. The Air System's Type Certification Basis and Airworthiness Strategy. c. Proposal for the Air System Document Set (ADS). d. Either Military Permit To Fly (MPTF) (Development or In-Service) or Release To Service (RTS). e. The proposed livery.	No
1161[01](03)031	[01]	Authorized	AMC	1161(3).31 - AMC - Civilian-Owned Air Systems	For Civilian-Owned Air Systems a request for activation for the required Air System tail numbers should be prepared by the Applicant for the Sponsor.	No
1161[01](03)032	[01]	Authorized	AMC	1161(3).32 - AMC - Civilian-Owned Air Systems	When satisfied with the arrangements for the management of Air Safety, as appropriate for the Air System's operating category, the Sponsor should submit the request for activation for the required Air System tail numbers, along with the Live ASSC Report (T&E or In-Service), the CofU and appropriate documentary evidence of the Aviation Duty Holder / Accountable Manager (Military Flying)'s ASMS, to DSAMAA-Operating-Assurance-Hd.	No
1161[01](03)033	[01]	Authorized	AMC	1161(3).33 - AMC - Civilian-Owned Air Systems	The Sponsor should also provide; a. Identification of the Sponsor's nominated Crown Servant(s) undertaking assurance of the arrangements; refer to the respective operating category RAs for detail of these requirements. b. Details of the arrangements for meeting MOD costs and a nominated point of contact within the company.	No
1161[01](03)034	[01]	Authorized	AMC	1161(3).34 - AMC - Civilian-Owned Air Systems	Submission of the Live ASSC Report (T&E or In-Service) should explicitly include Claims / Arguments that summarise: a. The arrangements for the management of flying Operations, Type Airworthiness, and Continuing Airworthiness. b. The Air System's Type Certification Basis and Airworthiness Strategy. c. Proposal for the ADS. d. Either MPTF (Development or In-Service) or RTS. e. The proposed livery.	No
1161[01](03)035	[01]	Authorized	GM	1161(3).35 - GM - Request for Activation on the UK Military Aircraft Register	The request for Activation is to be considered well in advance of the proposed first flight, the Sponsor may wish to review and seek independent advice on particular aspects of the submission.	Guidance
1161[01](03)036	[01]	Authorized	GM	1161(3).36 - GM - Request for Activation on the UK Military Aircraft Register	It is also highly recommended that the MAA is engaged well in advance of the proposed first flight to ensure that timescales for review of the Live ASSC are clear and expectations managed.	Guidance

1161[01](03)037	[01]	Authorized	GM	1161(3).37 - GM - Request for Activation on the UK Military Aircraft Register	The MAA will review the request for Activation, along with the Live ASSC Report (In-Service or T&E) and the ASMS Plan, to assure itself that the arrangements for Air Safety management and assurance by the Sponsor's nominated Crown Servant(s), specific to the Air System's Operating Category, have been identified. The MAA will then issue the Sponsor a Certificate of Registration (Active).	Guidance
1161[01](04)	[01]	Authorized	Regulation	1161(4) - Regulation - Indemnity	The Sponsor shall ensure that appropriate contractual or deed of indemnity arrangements are established for all Civilian Operated Air Systems.	No
1161[01](04)038	[01]	Authorized	AMC	1161(4).38 - AMC - Indemnity	Civilian Operated (Development) and (In-Service). Where a Civilian Operated (Development) or (In-Service) Air System is operated under the terms of a contract, the Sponsor should either; agree arrangements to ensure that the conditions of Def Stan 05-100 and DEFCON 638 are written into the contract, or should ensure that the Applicant enters into a deed of indemnity to indemnify the SofS [18]. [18] Defence Equipment and Support (DE&S) Quality and Configuration Management Policy team offer the necessary specialist advice in support of this RA.	No
1161[01](04)039	[01]	Authorized	AMC	1161(4).39 - AMC - Indemnity	When a deed of indemnity is arranged, the Sponsor should ensure that the Operator's arrangements to indemnify the SofS, his servants or agents, cover: a. All liabilities, costs and expenses in respect of any injury (including injury resulting in death) loss or damage whatsoever suffered by the SofS, his servants or agents; and b. All liabilities, costs and expenses in respect of any claims for injury (including injury resulting in death) loss or damage whatsoever suffered by any person and made against the SofS, his servants or agents which may arise out of or in the course of the use or operation of the Air System whilst it is registered on the MAR.	No
1161[01](04)040	[01]	Authorized	AMC	1161(4).40 - AMC - Indemnity	Special Case Flying. For Special Case Flying, where there is no contract with the UK MOD, the Sponsor should ensure that the Operator's arrangements to indemnify the SofS, his servants or agents, cover: a. All liabilities, costs and expenses in respect of any injury (including injury resulting in death) loss or damage whatsoever suffered by the SofS, his servants or agents; and b. All liabilities, costs and expenses in respect of any claims for injury (including injury resulting in death) loss or damage whatsoever suffered by any person and made against the SofS, his servants or agents which may arise out of or in the course of the use or operation of the Air System whilst it is registered on the MAR.	No
1161[01](04)041	[01]	Authorized	AMC	1161(4).41 - AMC - Indemnity	For all RPAS the necessary conditions to indemnify the SofS are not applicable. The Sponsor in this case, should ensure that the Operator has provisioned the necessary level of insurance or the Sponsor should establish alternative contractual arrangements to indemnify the SofS [18]. [18] Defence Equipment and Support (DE&S) Quality and Configuration Management Policy team offer the necessary specialist advice in support of this RA.	No
1161[01](04)042	[01]	Authorized	GM	1161(4).42 - GM - Indemnity	The SofS is at liberty in such circumstances as he may think fit to settle any claims made against the Crown or the SofS or any officer, servant or agent of the Crown and coming within the scope of the above indemnity (applied and extended as aforesaid) by the payment as a matter of grace of any sum by way of compensation, and the said indemnity is extend to cover any payment so made.	Guidance
1161[01](04)043	[01]	Authorized	GM	1161(4).43 - GM - Indemnity	The SofS, his servants or agents will consult with the operator throughout the conduct of any claim and, whilst reserving the right to agree settlement, will attempt to agree terms of the settlement with the operator and / or his insurer. The agreement of the operator and / or his insurer is not to be unreasonably withheld.	Guidance
1161[01](04)044	[01]	Authorized	GM	1161(4).44 - GM - Indemnity	Advice on the form and wording of the deed of indemnity can be obtained from the Directorate of Commercial Law.	Guidance
1162[01]	[01]	Authorized	RA	1162 - RA (Initial Issue) - Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems	To provide Defence with the required flexibility over how new capabilities are introduced, the aviation industry may be required to operate UK military registered Air Systems. However, without a clear understanding of the governance framework for this activity, there is a risk that key Air Safety responsibilities may be diluted or neglected entirely, with the result that the risks associated with operation of the Air System are not adequately managed. This RA details the Air Safety governance arrangements for Contractor Flying Approved Organization Scheme (CFAOS) Approved Defence Contractor Flying Organizations (DCFO) that are operating in the interest of the MOD; such activities are conducted within the Civilian Operated (Development) and (In-Service) operating categories [1]. [1] Refer to RA 1160 – The Defence Air Environment Operating Framework. The RA 1160 Series defines a coherent and consistent operating framework which has been developed to ensure that similar aviation activities within the Defence Air Environment (DAE) that result in a similar level of risk or risk exposure, attract the same level of regulation, assurance and scrutiny, regardless of who owns, or who is operating, the specific Air System. All activities within the DAE will be assigned to an operating category which will define who is responsible for the execution and assurance of key functions including Type Airworthiness (TAw), Continuing Airworthiness (CAw) and Flight Operations, as well as the balance of accountability between the MOD and the contractor. Definitions Relevant to this RA 1. Type Airworthiness Manager. A Type Airworthiness Manager (TAM) is a role within a Design Approved Organization Scheme (DAOS) approved organization with an approved TAw Management Supplement, for a named individual who has been assessed by the MAA as competent to hold the MAA Regulatory Publications (MRP) delegable TAw responsibilities and has been appointed by the Air System's Sponsor. The TAM's responsibilities, once formalized by the Sponsor and directed to the Accountable Manager (Military Flying) (AM(MF)), are to be detailed in a TAw supplement to the respective DAOS approval exposition.	No
1162[01](01)	[01]	Authorized	Regulation	1162(1) - Regulation - Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems	Prior to operation of the Air System, the Sponsor shall ensure that Air Safety governance arrangements are in place for all Civilian Operated (Development) or (In-Service) Air Systems.	No

1162[01](01)002	[01]	Authorized	AMC	1162(1).2 - AMC - Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems	Prior to operation of the Air System, the Sponsor should ensure that the Accountable Manager (Military Flying) (AM(MF)): a. Is supported by competent organizations in accordance with (iaw) RA 1005 [2]. b. Will operate the Air System within the flight conditions as defined and permitted by the Military Permit to Fly (MPTF) (In-Service) [3] or MPTF (Development) [4]. c. Is supported for the management of CAw by an MAA approved Continuing Airworthiness Management Organisation (CAMO) iaw RA 1016 [5]. d. Can actively manage Air Safety and Operating Risk to Life (RtL) as detailed in RA 1024 [6]. e. Owns and manages the Live Air System Safety Case (ASSC) (In-Service) prior to commencing In-Service flying, or a Live ASSC (Trials and Evaluation (T&E)) prior to commencing T&E flying activity as detailed in RA 1205 [7]. [2] Refer to RA 1005 – Contracting with Competent Organizations. [3] Refer to RA 1305 – Military Permit to Fly (In-Service), (Special Case Flying) and (Single Task). [4] Refer to RA 5880 – Military Permit to Fly (Development) (MRP Part 21 Subpart P). [5] Refer to RA 1016 – Military Continuing Airworthiness Management. [6] Refer to RA 1024 – Accountable Manager (Military Flying). [7] Refer to RA 1205 – Air System Safety Cases.	No
1162[01](01)003	[01]	Authorized	AMC	1162(1).3 - AMC - Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems	TAw Management - Military-Owned Air Systems. For a Military-Owned Air System, the Sponsor should ensure that the Defence Equipment and Support (DE&S) Operating Centre Director (OCD) nominates a Type Airworthiness Authority (TAA) to be accountable for ensuring TAw management.	No
1162[01](01)004	[01]	Authorized	AMC	1162(1).4 - AMC - Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems	TAw Management - Civilian-Owned Air Systems. For Civilian-Owned Air Systems, the Sponsor should decide upon which TAw task will be conducted by the TAA and which are to be delegated to a MAA approved TAM, the level of which depends upon the complexity of the activity and inform the AM(MF) of their chosen construct for managing TAw. The MAA have mandated four areas of non-delegable TAw responsibilities, detailed at Table 1, that the Sponsor should ensure remain the responsibility of a TAA. [8] Refer to RA 5820 – Changes in Type Design (MRP Part 21 Subpart D). [9] Refer to RA 5865 – Repairs (MRP Part 21 Subpart M). [10] Refer to RA 5810 – Military Type Certificate (MRP Part 21 Subpart B). [11] Refer to RA 1310 – Air System Document Set. [12] Refer to RA 5220 – Special Flying Instructions and Restrictions on Flying. [13] Refer to RA 5405 – Special Instructions (Technical). [14] Refer to RA 5815 – Instructions for Sustaining Type Airworthiness.	No
1162[01](01)005	[01]	Authorized	GM	1162(1).5 - GM - Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems	Model for TAw management. The Sponsor determined model for the management of TAw could range from: a. The appointment of a TAA who is fully accountable for ensuring TAw and complying with all TAw regulations, or, b. The appointment of a; (1) TAA who, as a minimum, is accountable for the MAA mandated non-delegable TAw responsibilities, and; (2) MAA approved TAM, within an MAA Approved DAOS Organization holding a TAw Management Supplement, who is accountable for ensuring the remaining TAw responsibilities as detailed by the Sponsor.	Guidance
1162[01](01)006	[01]	Authorized	GM	1162(1).6 - GM - Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems	TAw Management - Non-Delegable Responsibilities. Operation of an Air System in MOD interest, for which there is in force a Certificate of Usage issued on behalf of the Secretary of State (SofS), creates a duty on the SofS to ensure safe use of the Air System. Whilst responsibility for this liability can be appropriately discharged to non-crown servants, dependent on the particular operating context, the MAA has determined a set of non-delegable TAw responsibilities that have to be retained by a crown servant TAA. These responsibilities will be identified as 'TAA non-delegable responsibilities'. All other TAw management responsibilities can be undertaken either by a TAA or a TAM, as determined by the Sponsor.	Guidance
1162[01](01)007	[01]	Authorized	GM	1162(1).7 - GM - Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems	TAM Responsibilities. Prior to endorsing the responsibilities to which the Sponsor will delegate to the TAM it is recommended they consult an appropriate DE&S OCD 2* and TAA for advice. The TAM's responsibilities, once formalized by the Sponsor in writing to the TAM, copied to the AM(MF), are to be detailed in the respective TAw management supplement of the DAOS approval exposition.	Guidance
1162[01](02)	[01]	Authorized	Regulation	1162(2) - Regulation - Assurance of the Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems	The Sponsor shall ensure that appropriate Assurance of Air Safety arrangements for Civilian Operated Air Systems is conducted.	No
1162[01](02)008	[01]	Authorized	AMC	1162(2).8 - AMC - Assurance of the Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems	The Sponsor should nominate appropriate crown servants who are competent and suitably qualified and experienced to provide appropriate assurance that all aspects of Air Safety, including flying operations, TAw and CAw are equivalent to that of a Military Operated Air System.	No

1162[01](02)009	[01]	Authorized	AMC	1162(2).9 - AMC - RtL and ASSC Management	The Sponsor should ensure that appropriate assurance is conducted of: a. The management of RtL within an Air Safety Management System (ASMS) and; b. The management of the Live ASSC within the ASMS.	No
1162[01](02)010	[01]	Authorized	AMC	1162(2).10 - AMC - Operations Management	The Sponsor should ensure that appropriate assurance is conducted of flying operations.	No
1162[01](02)011	[01]	Authorized	AMC	1162(2).11 - AMC - TAw Management	TAw Management - Military-Owned Air Systems. The Sponsor should ensure that the DE&S OCD conducts appropriate assurance of the TAA.	No
1162[01](02)012	[01]	Authorized	AMC	1162(2).12 - AMC - TAw Management	TAw Management - Civilian-Owned Air Systems. a. For the elements of TAw management for which the TAA is accountable, the sponsor should ensure that the DE&S OCD conducts appropriate assurance of the TAA. b. For the elements of TAw management for which a TAM is accountable, the Sponsor should ensure that appropriate assurance of the TAM is conducted.	No
1162[01](02)013	[01]	Authorized	AMC	1162(2).13 - AMC - CAw Management.	The Sponsor should ensure that appropriate assurance of CAw management is conducted.	No
1162[01](02)014	[01]	Authorized	GM	1162(2).14 - GM - Assurance of the Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems	The Sponsor, and his assurance personnel, will take a RtL based approach in determining the appropriate oversight applied to the operating arrangements, which could be done by MOD organizations (such as an Aviation Duty Holder (ADH), “Safety, Training Assurance and Regulatory” (STAR) teams, Central Flying School (CFS), Standards units or, potentially, by the Delivery Team itself if it retains Suitability Qualified and Experience Person (SQEP) or by suitably competent and experienced civilian organizations.	Guidance
1162[01](02)015	[01]	Authorized	GM	1162(2).15 - GM - Assurance of the Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems	When undertaking assurance of Air System operations, it is important to assure that; a. The MAA issued CFAOS approval continues to cover the scope of the intended activity, and; b. The Air System continues to be operated within the flight conditions as defined and permitted by the MPTF (Development) or MPTF (In-Service).	Guidance
1162[01](02)016	[01]	Authorized	GM	1162(2).16 - GM - Assurance of the Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems	The assurance personnel are to assure that the AM(MF) has sought appropriate advice on the operating aspects of the Air Safety arrangements from appropriate SQEP. Particular attention may be necessary for those activities which are not normally within the capability of the flying organization and where SQEP external to the organization is being utilized. The complexity of the arrangements and the activity being assured (novel and complex or inherently military in style) will dictate the level of SQEP.	Guidance
1163[01]	[01]	Authorized	RA	1163 - RA (Initial Issue) - Air Safety Governance Arrangements for Special Case Flying Air Systems	UK Military Registration may be granted to a Civilian-Owned or foreign Military-Owned Air System that is not operated in MOD Interest and is not eligible for Civil Registration, if it is deemed to be in the interests of the wider UK Government; their operation is categorized as Special Case Flying. Although Special Case Flying is not in the MOD Interest, the issue of a Certificate of Usage (CofU) by the Sponsor creates a legal liability for the oversight of Air Safety to ensure that Air Safety arrangements are being appropriately managed for the defined operating context. This RA details the Air Safety governance arrangements for the Special Case Flying of UK military registered Air Systems. Definitions Relevant to this RA Type Airworthiness Manager. A Type Airworthiness Manager (TAM) is a role within a Design Approved Organization Scheme (DAOS) approved organization with an approved Type Airworthiness (TAw) Management Supplement, for a named individual who has been assessed by the MAA as competent to hold the MAA Regulatory Publications (MRP) delegable TAw responsibilities and has been appointed by the Air System’s Sponsor. The TAM’s responsibilities, once formalized by the Sponsor and directed to the Accountable Manager (Military Flying) (AM(MF)), are to be detailed in a TAw supplement to the respective DAOS approval exposition.	No
1163[01](01)	[01]	Authorized	Regulation	1163(1) - Regulation - Air Safety Governance Arrangements for Special Case Flying Air Systems	Prior to operation of the Air System, the Sponsor shall ensure that Air Safety governance arrangements are in place for Special Case Flying Air Systems.	No
1163[01](01)001	[01]	Authorized	AMC	1163(1).1 - AMC - Air Safety Governance Arrangements for Special Case Flying Air Systems	Prior to operation of an Air System, the Sponsor should ensure that the AM(MF): a. Is supported by competent organizations in accordance with (iaw) RA 1005 [1]. b. Is supported by a MAA approved TAM for the management of TAw. c. Will operate the Air System within the flight conditions as defined and permitted by the Military Permit to Fly (MPTF) (Special Case Flying) [2] or MPTF (Development) [3]. d. Is supported by a MAA approved Continuing Airworthiness Management Organization (CAMO), iaw RA 1016 [4]. e. Can actively manage Air Safety and Operating Risk to Life (RtL) iaw RA 1024 [5]. f. Owns and manages the appropriate Live Air System Safety Case (ASSC) as detailed iaw RA 1205 [6]. [1] Refer to RA 1005 – Contracting with Competent Organizations. [2] Refer to 1305(5): Military Permit to Fly (Special Case Flying). [3] Refer to RA 5880 – Military Permit to Fly (Development) (MRP 21 Subpart P). [4] Refer to RA 1016 – Military Continuing Airworthiness Management. [5] Refer to RA 1024 – Accountable Manager (Military Flying). [6] Refer to RA 1205 – Air System Safety Cases.	No
1163[01](01)002	[01]	Authorized	GM	1163(1).2 - GM - Air Safety Governance Arrangements for Special Case Flying Air Systems	For Civilian-Owned and Civilian Operated Air Systems [7], the Sponsor approves an appropriate model for TAw management between a TAA and a TAM. For Special Case Flying it is appropriate that TAw management is undertaken solely by a TAM. [7] Refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems.	Guidance

1163[01](01)003	[01]	Authorized	GM	1163(1).3 - GM - Air Safety Governance Arrangements for Special Case Flying Air Systems	For Civilian-Owned and Civilian Operated Air Systems, the MAA mandated four areas of non-delegable TAw responsibilities. For Special Case Flying, these nondelegable TAw stipulations do not apply.	Guidance
1163[01](02)	[01]	Authorized	Regulation	1163(2) - Regulation - Assurance of the Air Safety Governance Arrangements for Special Case Flying Air Systems	The Sponsor shall ensure that appropriate assurance of the Air Safety arrangements for Special Case Flying Air Systems is conducted.	No
1163[01](02)004	[01]	Authorized	AMC	1163(2).4 - AMC - Assurance of the Air Safety Governance Arrangements for Special Case Flying Air Systems	The Sponsor should nominate a crown servant who is competent and Suitably Qualified and Experienced Person (SQEP) to provide an appropriate level of assurance, dependent upon the operating context, of all Air Safety arrangements; including Operating, TAw, Continuing Airworthiness (CAw) and the management of RtL and an ASSC within an Air Safety Management System (ASMS).	No
1163[01](02)005	[01]	Authorized	AMC	1163(2).5 - AMC - Assurance of the Air Safety Governance Arrangements for Special Case Flying Air Systems	The Sponsor should ensure that all activities associated with the management of Air Safety and operation of the Air System are compliant with the MRP.	No
1163[01](02)006	[01]	Authorized	GM	1163(2).6 - GM - Assurance of the Air Safety Governance Arrangements for Special Case Flying Air Systems	The level of assurance required is dependent upon the nature, frequency and location of flying operations. The Sponsor determines the level of assurance required of the Air Safety arrangements, and the decision-making activity that is being undertaken to support those arrangements, as appropriate for the activity.	Guidance
1163[01](02)007	[01]	Authorized	GM	1163(2).7 - GM - Assurance of the Air Safety Governance Arrangements for Special Case Flying Air Systems	When undertaking assurance, it is important to assure that, as a minimum; a. Arrangements are in place for the management of RtL within an ASMS and Live ASSC. b. Arrangements are in place for the management of Flying Operations. c. Arrangements are in place for the management of CAw. d. Arrangements are in place for Maintenance of the Air System. e. Arrangements in place for management of TAw. f. The Air System is being operated within the flight conditions as defined and permitted by the MPTF (Special Case Flying). Where the Air System is undertaking developmental activity, under the MPTF (Development) [3], assurance will be appropriate to enable oversight of the TAM's authorization process and not re-occurring assurance of every MPTF (Development) event. [3] Refer to RA 5880 – Military Permit to Fly (Development) (MRP 21 Subpart P).	Guidance
1163[01](02)008	[01]	Authorized	GM	1163(2).8 - GM - Assurance of the Air Safety Governance Arrangements for Special Case Flying Air Systems	The nominated Crown Servant is to ensure that the AM(MF) has sought appropriate advice on the operating aspects of the Air Safety arrangements from appropriate SQEP. The complexity of the arrangements and the activity being assured (novel and complex or inherently military in style) will dictate the level of SQEP. They are to pay particular attention to those activities which are not normally within the capability of the flying organization and where SQEP external to the organization is being utilized.	Guidance
1164[02]	[02]	Authorized	RA	1164 - RA (Issue 2) - Transfer of UK Military Registered Air Systems	Air System transfers, occurring either by Allotment or Allocation, provide Defence with the flexibility to effectively manage an Air System Fleet and maximise Operational Capability. However, without a clear framework for the continued ownership of Air Safety governance arrangements, there is a risk that the management of Air Safety responsibilities may be ineffective or neglected entirely, with the result that the risks associated with operation of the Air System are not adequately managed. This RA details the required oversight of Air Safety governance arrangements for all Air System transfers. Definitions Relevant to this RA 1. Allotment. Transfer of UK Military Registered Air Systems by Allotment occurs between Aircraft Operating Authorities (AOA), or to / from the Air and Space Warfare Centre (ASWC) for trials activity, either on Permanent, Temporary or Chock-to-Chock Basis. The accountability and responsibility for the governance of the Air System's Air Safety arrangements is transferred to the receiving Aviation Duty Holder (ADH) / Accountable Manager (Military Flying) (AM(MF)). 2. Allocation. Transfer of UK Military Registered Air Systems by Allocation occurs for the purpose of Air System fleet management and or Allocation to a specific task / event. Transfer occurs within an AOA and accountability and responsibility for the governance of the Air System's Air Safety arrangements are bespoke to the transfer context and are to be retained by the ADH/AM(MF).	No
1164[02](01)	[02]	Authorized	Regulation	1164(1) - Regulation - Permanent Allotment of UK Military Registered Air Systems between Aircraft Operating Authorities	When permanently transferring an Air System on the UK Military Aircraft Register (MAR) between AOAs (Military or Civilian) via Allotment, the receiving Operating Duty Holder (ODH) / AM(MF) shall ensure that Air Safety arrangements are in place.	No
1164[02](01)003	[02]	Authorized	AMC	1164(1).3 - AMC - Permanent Allotment of UK Military Registered Air Systems between Aircraft Operating Authorities	The permanent transfer of an Air System by Allotment should transfer accountability to the receiving organization for: a. The management of Risk to Life (RtL) and ownership of an Air System Safety Case (ASSC). b. Flying operations governance through the utilization of the receiving AOAs Operating Orders, Authorizations and Supervision processes. c. The management of Continuing Airworthiness (CAw) and Maintenance of the Air System.	No

1164[02](01)004	[02]	Authorized	AMC	1164(1).4 - AMC - Permanent Allotment of UK Military Registered Air Systems between Aircraft Operating Authorities	Accountability for Type Airworthiness (TAw) should remain with the nominated Type Airworthiness Authority (TAA) and / or Type Airworthiness Manager[1] (TAM), dependent upon the Sponsor's endorsed model for TAw management. However, where the accountability of TAw changes, the receiving TAA / TAM should ensure that they fully understand the configuration of the Air System. [1] Where the Air System is Civilian-Owned, ownership of regulatory responsibility by either the TAA or TAM needs to be agreed within the Sponsor's approved model for TAw management; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems.	No
1164[02](01)005	[02]	Authorized	AMC	1164(1).5 - AMC - Permanent Allotment of UK Military Registered Air Systems between Aircraft Operating Authorities	For Civilian-Owned or Civilian Operated Air Systems, the Sponsor, once notified of an Air System Allotment, should review the Air Safety Governance arrangements, any change in Operating Category[2] and submit a request to update the Certificate of Usage (CofU) as appropriate. [2] Refer to RA 1160 – The Defence Air Environment Operating Framework.	No
1164[02](01)006	[02]	Authorized	AMC	1164(1).6 - AMC - Permanent Allotment of UK Military Registered Air Systems between Aircraft Operating Authorities	The Military Continuing Airworthiness Manager (Mil CAM) should produce orders / procedures to detail the process and general conditions of transfer[3]. These orders should explicitly require: a. The dispatching organization to be responsible for compliance with the directed conditions of transfer. b. The receiving organization to report where an Air System is received in an unsatisfactory condition, in accordance with (iaw) RA 4815[4]. c. The transfer to be documented using the Allotment Order / Receipt templates hosted on the MAA's websites. [3] Refer to RA 4009 – Aviation Engineering Orders and Procedures. [4] Refer to RA 4815 – Maintenance Procedures and Safety and Quality Policy (MRP 145.A.65).	No
1164[02](01)007	[02]	Authorized	GM	1164(1).7 - GM - Permanent Allotment of UK Military Registered Air Systems between Aircraft Operating Authorities	RA 1161(4)[5] and Def Stan 05-100 are to be checked to ensure that appropriate indemnity arrangements are in place. [4] Refer to RA 1161(4): Indemnity.	Guidance
1164[02](01)008	[02]	Authorized	GM	1164(1).8 - GM - Permanent Allotment of UK Military Registered Air Systems between Aircraft Operating Authorities	Guidance for Mil CAMs in the production of orders / procedures is detailed at Annex A.	Guidance
1164[02](02)	[02]	Authorized	Regulation	1164(2) - Regulation - Temporary Allotment of UK Military Registered Air Systems between Aircraft Operating Authorities	When an Air System on the UK MAR is temporarily transferred to the Air & Space Warfare Centre (ASWC)[5] or between AOAs (Military or Civilian) via Allotment, the receiving ODH / AM(MF) shall ensure that Air Safety arrangements are in place. [5] A temporary allotment to ASWC includes Air Test and Evaluation Centre (ATEC).	No
1164[02](02)009	[02]	Authorized	AMC	1164(2).9 - AMC - Temporary Allotment of UK Military Registered Air Systems between Aircraft Operating Authorities	The temporary transfer of an Air System by Allotment should transfer accountability to the receiving organization for: a. The management of RtL and ownership of an ASSC. b. Flying operations governance through the utilization of the receiving AOAs Operating Orders, Authorizations and Supervision processes.	No
1164[02](02)010	[02]	Authorized	AMC	1164(2).10 - AMC - Temporary Allotment of UK Military Registered Air Systems between Aircraft Operating Authorities	Responsibility for CAw should remain with the Air System's nominated Mil CAM.	No
1164[02](02)011	[02]	Authorized	AMC	1164(2).11 - AMC - Temporary Allotment of UK Military Registered Air Systems between Aircraft Operating Authorities	Accountability for TAw should remain with the nominated TAA and / or TAM[1], dependent upon the Sponsor's endorsed model for TAw management. [1] Where the Air System is Civilian-Owned, ownership of regulatory responsibility by either the TAA or TAM needs to be agreed within the Sponsor's approved model for TAw management; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems.	No
1164[02](02)012	[02]	Authorized	AMC	1164(2).12 - AMC - Temporary Allotment of UK Military Registered Air Systems between Aircraft Operating Authorities	Temporary Allotment of Air Systems should be supported by a formal documented agreement / Memorandum of Understanding (MOU) between ODHs / AM(MF)s, which explicitly addresses the following: a. The governance arrangements under which Flying Operations will be undertaken; including Flying Orders, Authorizations and Supervision processes, stating the relevant MAA Contractor Flying Approved Organization Scheme (CFAOS) approval. b. The AOA within which supervision of the transfer flight will take place, if different from AMC para 12a. c. The principles for agreeing, and subsequently resolving, any activity on the Air System that would make the Air System potentially unfit for return to the original AOA. d. The governance arrangements for TAw management noting the Taw management model as detailed by the Sponsor. e. The governance arrangements for the management of CAw, stating the relevant MAA Continuing Airworthiness Management Organizations (CAMO) Approval. f. Agree the conditions of transfer, including receipt and dispatch, that are not detailed within Mil CAM Orders and procedures. g. The period of transfer or the notice of termination to be given. h. Any support required by the receiving organization.	No

1164[02](02)013	[02]	Authorized	AMC	1164(2).13 - AMC - Temporary Allotment of UK Military Registered Air Systems between Aircraft Operating Authorities	For Air Systems being allotted on a Chock-to-Chock basis, the process should be captured in the documented formal agreement between ODH / AM(MF)s and, for each sortie, the Authorization Record should be annotated with: the organization that the Air System has been allotted to; which orders are being followed; and who the Delivery Duty Holder (DDH) / AM(MF) is for the activity. Eg Air System Allotted to the ASWC; ASWC Event flown iaw ASWC Air Staff Orders (ASWCASOs); DDH for the event Chief Test Pilot.	No
1164[02](02)014	[02]	Authorized	AMC	1164(2).14 - AMC - Temporary Allotment of UK Military Registered Air Systems between Aircraft Operating Authorities	If the Authorization Record is not appropriate for use, for example during ground trials, the MOD Form 700 or equivalent should be used.	No
1164[02](02)015	[02]	Authorized	AMC	1164(2).15 - AMC - Temporary Allotment of UK Military Registered Air Systems between Aircraft Operating Authorities	The Mil CAM should produce orders / procedures[2] to detail the process and general conditions of transfer. [2] Refer to RA 4009 – Aviation Engineering Orders and Procedures.	No
1164[02](02)016	[02]	Authorized	AMC	1164(2).16 - AMC - Temporary Allotment of UK Military Registered Air Systems between Aircraft Operating Authorities	Mil CAMs should document the transfer using the Allotment of Air Systems / Receipt templates hosted on the MAA's websites.	No
1164[02](02)017	[02]	Authorized	AMC	1164(2).17 - AMC - Temporary Allotment of UK Military Registered Air Systems between Aircraft Operating Authorities	For Civilian-Owned Air Systems, the Sponsor, once notified of an Air System Allotment, should review the Air Safety Governance arrangements, any change in Operating Category[1] and update the CofU as appropriate. [1] Where the Air System is Civilian-Owned, ownership of regulatory responsibility by either the TAA or TAM needs to be agreed within the Sponsor's approved model for TAw management; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems.	No
1164[02](02)018	[02]	Authorized	GM	1164(2).18 - GM - Temporary Allotment of UK Military Registered Air Systems between Aircraft Operating Authorities	In derogation to paragraph 9, when an Air System transfer occurs between a Military Operator and Civilian Operator (eg where a CFAOS approved organization is undertaking post Maintenance test flights) the transferring AOA may, due to the short duration conditions of the Air System's post Maintenance test flights, elect to retain accountability for the responsibilities at Paras 9a and 9b within their AOA Air Safety governance process.	Guidance
1164[02](02)019	[02]	Authorized	GM	1164(2).19 - GM - Temporary Allotment of UK Military Registered Air Systems between Aircraft Operating Authorities	If the AOA determines that the temporary Allotment is for an extended duration, then the accountability for CAw may benefit from transfer to the receiving ODH / AM(MF)'s Mil CAM.	Guidance
1164[02](02)020	[02]	Authorized	GM	1164(2).20 - GM - Temporary Allotment of UK Military Registered Air Systems between Aircraft Operating Authorities	Guidance for Mil CAMs in the production of orders / procedures is detailed at Annex A.	Guidance
1164[02](02)021	[02]	Authorized	GM	1164(2).21 - GM - Temporary Allotment of UK Military Registered Air Systems between Aircraft Operating Authorities	RA 1161(4)[5] and Def Stan 05-100 are to be checked to ensure that appropriate indemnity arrangements are in place. [4] Refer to RA 1161(4): Indemnity.	Guidance
1164[02](03)	[02]	Authorized	Regulation	1164(3) - Regulation - Transfer of UK Military Registered Air Systems by Allocation	When transferring an Air System on the UK MAR within an AOA by Allocation, the ODH / AM(MF) shall ensure that appropriate Air Safety arrangements remain in place.	No
1164[02](03)022	[02]	Authorized	AMC	1164(3).22 - AMC - Transfer of UK Military Registered Air Systems by Allocation	Transfer by Allocation should only occur for the purpose of specific tasking, storage, or arrangements to satisfy a Fleet Management plan.	No
1164[02](03)023	[02]	Authorized	AMC	1164(3).23 - AMC - Transfer of UK Military Registered Air Systems by Allocation	Accountability for the management of RtL, ownership of an ASSC, supervision of flying operations and CAw should remain with the ODH / AM(MF).	No
1164[02](03)024	[02]	Authorized	AMC	1164(3).24 - AMC - Transfer of UK Military Registered Air Systems by Allocation	Accountability for TAw should remain with the nominated TAA and / or TAM[1], dependent upon the Sponsor's endorsed model for TAw management. [1] Where the Air System is Civilian-Owned, ownership of regulatory responsibility by either the TAA or TAM needs to be agreed within the Sponsor's approved model for TAw management; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems.	No
1164[02](03)025	[02]	Authorized	AMC	1164(3).25 - AMC - Transfer of UK Military Registered Air Systems by Allocation	The Mil CAM should produce orders / procedures to detail the process and general conditions of transfer.	No
1164[02](03)026	[02]	Authorized	AMC	1164(3).26 - AMC - Transfer of UK Military Registered Air Systems by Allocation	For Air Systems transferred into Storage, a Military CAMO should be nominated to maintain management of CAw[7]. [7] Refer to RA 1016 – Military Continuing Airworthiness Management.	No

1164[02](03)027	[02]	Authorized	GM	1164(3).27 - GM - Transfer of UK Military Registered Air Systems by Allocation	Guidance for Mil CAMs in the production of orders/procedures is detailed at Annex A.	Guidance
1165[02]	[02]	Authorized	RA	1165 - RA (Issue 2) - UK Civil Aviation Authority Oversight of UK Military Registered Air Systems	There may be a requirement to use common spares with civilian operators and have the requirement to transition an Air System back to the UK Civil Aircraft Register. As the UK Civilian Aviation Authority (UK CAA) have no regulatory authority for Air Systems on the UK Military Aircraft Register (UK MAR), not having the oversight arrangements in place may incur configuration control issues, impact Continuing Airworthiness (CAw) arrangement, contravene national agreements and impact the ability of the Air System to return to the UK Civil Aircraft Register. This RA sets out the minimum oversight arrangements required if the Sponsor elects to invoke CAA Oversight of a UK military registered Air System.	Yes
1165[02](01)	[02]	Authorized	Regulation	1165(1) - Regulation - UK Civil Aviation Authority Oversight of UK Military Registered Air Systems	The Type and Continuing Airworthiness arrangements for UK military registered Air Systems subject to UK CAA oversight shall comply with the MAA Regulatory Publications (MRP) and follow the policy and principles detailed in the UK CAA Civil Aviation Publication (CAP) 562 [1] Leaflet B-40. [1] Refer to CAP 562 – Civil Aircraft Airworthiness Information and Procedures (CAAIP).	Yes
1165[02](01)001	[02]	Authorized	AMC	1165(1).1 - AMC - UK Civil Aviation Authority Oversight of UK Military Registered Air Systems	The Type Airworthiness Authority [2] (TAA) should ensure that an assessment of the intended operation of the Air System has been undertaken, and that the Type Airworthiness (TAw) and CAw arrangements in particular reflect the difference in configuration, environment and usage compared to operating the Air System in a civil environment. The TAA should make this assessment available to the UK CAA. [2] For Special Case Flying Air Systems the term 'TAA' may be read as 'Type Airworthiness Manager (TAM)' throughout this RA.	Yes
1165[02](01)002	[02]	Authorized	AMC	1165(1).2 - AMC - UK Civil Aviation Authority Oversight of UK Military Registered Air Systems	In consultation with the Aviation Duty Holder (ADH) or Accountable Manager (Military Flying) (AM(MF)) and Release To Service Authority or Sponsor, the TAA should endorse a draft Minimum Equipment List (MEL). The MEL should be based on the Master MEL (MMEL) and any UK CAA or European Aviation Safety Agency (EASA) MMEL policy documents that reflect the Air System equipment configurations and intended usage. The TAA should forward this to the UK CAA who will carry out an assessment to establish if it satisfies the civil requirements before approval by the TAA.	Yes
1165[02](01)003	[02]	Authorized	AMC	1165(1).3 - AMC - UK Civil Aviation Authority Oversight of UK Military Registered Air Systems	The TAA and / or TAM, depending on the TAw management model as defined by the Sponsor, should assess the applicability of all civil mandatory, advisory and deferred instructions (eg Airworthiness Directives and Service Bulletins). A record of the assessment for applicability should be kept as an Airworthiness record.	Yes
1165[02](01)004	[02]	Authorized	AMC	1165(1).4 - AMC - UK Civil Aviation Authority Oversight of UK Military Registered Air Systems	The TAA and / or TAM, should ensure that all modifications are certified in accordance with (iaw) RA 5810 [3] and RA 5820 [4], and all repairs are certified iaw RA 5865 [5]. [3] Refer to RA 5810 – Military Type Certificate (MRP 21 Subpart B). [4] Refer to RA 5820 – Changes in Type Design (MRP 21 Subpart D). [5] Refer to RA 5865 – Repairs (MRP 21 Subpart M).	Yes
1165[02](01)005	[02]	Authorized	AMC	1165(1).5 - AMC - UK Civil Aviation Authority Oversight of UK Military Registered Air Systems	The TAA or TAM, should ensure the management of TAw activity is detailed in the Airworthiness Strategy [6] and conducted by competent organizations [7]. This should include up-to-date lists of those with Civil Type Certificate Holder (CTCH) or Civil Supplemental Type Certificate Holder (CSTCH) obligations and records of engagement during any transfer of such obligations [8] in the event of the cessation of trading of a CTCH or CSTCH. [6] Refer to RA 1220 – Delivery Team Airworthiness and Safety. [7] Refer to RA 1005 – Contracting with Competent Organizations. [8] As defined in EASA Part 21 B, D or E: specifically, those obligations detailed within 21.A.44, 21.A.109 or 21.A.118 respectively.	Yes
1165[02](01)006	[02]	Authorized	AMC	1165(1).6 - AMC - UK Civil Aviation Authority Oversight of UK Military Registered Air Systems	The TAA or TAM, should undertake a Training Needs Analysis in relation to the differences between the civil-type course requirements for the issue of an EASA Part 66 type rating and the need for additional training for the equipment fitted in order to undertake military operations.	Yes
1165[02](01)007	[02]	Authorized	AMC	1165(1).7 - AMC - UK Civil Aviation Authority Oversight of UK Military Registered Air Systems	The Military Continuing Airworthiness Manager (Mil CAM) should ensure, on behalf of the ADH / AM(MF), that the training derived from the requirement at paragraph 6 is completed, prior to the issuance of certifying privileges by the Approved Maintenance Organization.	No
1165[02](01)008	[02]	Authorized	AMC	1165(1).8 - AMC - UK Civil Aviation Authority Oversight of UK Military Registered Air Systems	The Mil CAM should ensure that the CAw arrangements [9] comply with the MRP. The Mil CAM should ensure there is an exchange of exposition and sharing of information with the EASA Part M Subpart G Continuing Airworthiness Management Organization (CAMO) and, upon request, with the UK CAA [10]. [9] Refer to RA 1016 – Military Continuing Airworthiness Management. [10] CAP 562 Leaflet B-40 paragraph 3.3.1.d details the information expected to be within the Continuing Airworthiness Management Exposition for CAA oversight arrangements that should be shared with the Civil CAMO and, upon request, the UK CAA.	Yes
1165[02](01)009	[02]	Authorized	AMC	1165(1).9 - AMC - UK Civil Aviation Authority Oversight of UK Military Registered Air Systems	The Mil CAM should assure the Delivery Duty Holder or AM(MF) that all Maintenance is carried out by organizations that hold current EASA Part 145 approvals for the scope of work undertaken, in addition to MRP Part 145 approvals achieved through the supplement route.	Yes
1165[02](01)010	[02]	Authorized	AMC	1165(1).10 - AMC - UK Civil Aviation Authority Oversight of UK Military Registered Air Systems	The Mil CAM should approve the initial Rectification Interval Extension (RIE) and apply to the MAA for any further RIE requests iaw MAA03 [11]. [11] Refer to MAA03 – Military Aviation Authority Regulatory Processes.	No
1165[02](01)011	[02]	Authorized	AMC	1165(1).11 - AMC - UK Civil Aviation Authority Oversight of UK Military Registered Air Systems	The TAA or TAM should ensure that contracts placed for the conduct of EASA Part M and EASA Part 145 activity includes that CAA audit reports are forwarded to the appropriate MAA CAw Desk Officer within 10 working days of receipt	Yes

1165[02](01)012	[02]	Authorized	GM	1165(1).12 - GM - UK Civil Aviation Authority Oversight of UK Military Registered Air Systems	The UK CAA has agreed to support the MOD in providing oversight of civil-type military Air Systems. This support is covered under the joint UK CAA / MAA policy and principles for UK CAA Oversight of UK Military Registered Air Systems described in CAP 562 Leaflet B-40 [10] and the detailed arrangements are set down in contracts between the UK CAA and relevant MOD Delivery Team. [10] CAP 562 Leaflet B-40 paragraph 3.3.1.d details the information expected to be within the Continuing Airworthiness Management Exposition for CAA oversight arrangements that should be shared with the Civil CAMO and, upon request, the UK CAA.	Guidance
1165[02](01)013	[02]	Authorized	GM	1165(1).13 - GM - UK Civil Aviation Authority Oversight of UK Military Registered Air Systems	When the TAw and CAw of UK military registered Air Systems are subject to oversight by the UK CAA, the following is to be considered: a. The TAA is to consider the implications of any deviations between the intended full standard Statement of Operating Intent and Usage and the Design Usage Spectrum assumed in the civil Type Certification Basis. Any deviations are to be quantified through liaison with the UK CAA, and the CTCH or CSTCH. In consultation with the Mil CAM, the TAA is to also consider any implications of the deviations for the TAw and CAw arrangements. The implications of operating outside the limitations and assumptions applied by the CTCH or the CSTCH and / or the State of Design is to always be fully discussed with the CAA and CTCH or CSTCH as soon as possible. Any implications for CAw is to be discussed with the ADH through the Mil CAM. b. Whilst the MOD retains the right to vary the limitations within which these UK military registered Air Systems are operated without the agreement of the UK CAA, the TAA is to take into account that such deviations may have an effect on the right to use common spares and the ultimate return of the Air Systems to the UK Civil Aircraft Register. c. Where a Design Organization is to be employed to modify the Air System, the TAA or TAM must ensure full liaison between the organization approved to meet the requirements of EASA Part 21 Subpart J and the UK CAA. CAP 562 Leaflet B-40 requires that for Air System operating under UK CAA oversight, any modifications must be approved by EASA or reviewed by the UK CAA following the EASA modification statement of satisfaction process. D. EASA manages all Civil Type Certificates and Civil Supplementary Type Certificates. When entering the construct of UK CAA oversight of a UK military registered Air System, the UK CAA does not provide oversight of the Taw of modifications provided with a statement of satisfaction. It is for the TAA or TAM to ensure that suitable instructions for Caw are in place and being updated (by contract if required).	Guidance
1165[02](01)014	[02]	Authorized	GM	1165(1).14 - GM - UK Civil Aviation Authority Oversight of UK Military Registered Air Systems	In order to give the UK CAA confidence to permit the use of common spares with civilian operators, and to allow smooth transition of the Air System back to the UK Civil Aircraft Register, the TAA or the TAM is to afford the UK CAA: a. Full visibility of the type of flying, and the details of repair, overhaul, Maintenance and modification of each Air System. B. The opportunity to evaluate and decide if the Air System remains a candidate for an International Civil Aviation Organization compliant Certificate of Airworthiness. C. The opportunity to audit as required.	Guidance
1165[02](01)015	[02]	Authorized	GM	1165(1).15 - GM - UK Civil Aviation Authority Oversight of UK Military Registered Air Systems	If during any work carried out to assess and validate MOD clearances [12], the TAA identifies any anomalies, contradictions or abnormal risks in the civil clearances, they are to draw them to the attention of the UK CAA for guidance and action. If the UK CAA decides to take no action, the TAA is to consider whether the risks are such that MOD specific action is necessary. [12] MOD clearances refer to MOD modifications / repairs (non-civil approved) or limitations.	Guidance
1165[02](01)016	[02]	Authorized	GM	1165(1).16 - GM - UK Civil Aviation Authority Oversight of UK Military Registered Air Systems	Basic Regulation (EU) 2018/1139 applies as law in the UK and allows Air Systems to be released under EASA Part 145 (and other Parts as appropriate). This law (and associated Implementing Rules) does not apply to UK military registered Air Systems as they are 'State Aircraft'. The treatment of State Aircraft has been clarified by EASA in its note: Cologne/Jan/kgu/R(4)2013(D) 5I397 dated 20 Mar 13 – Rulemaking interpretation on "Maintenance release of aircraft not covered by the Basic Regulation". Accordingly, CAP 562 Leaflet B-40 obliges maintenance providers to hold an EASA Part 145 approval to ensure that the organization meets the EASA Part 145 standards and enables access to civil spares, but does not authorize them to release the Air System to service using this approval for the reasons described above. The MAA accepts the release statement made iaw CAP 562 Leaflet B-40. In order for the Air System to remain subject to UK CAA oversight iaw CAP 562 Leaflet B-40, it will be necessary for the Contractors to continue to hold EASA Part 145 and / or EASA Part M Subpart G with Subpart I privilege approvals. In addition, the MAA requires EASA Part 145 organizations to hold an MRP Part 145 approval achieved through the supplement route.	Guidance
1165[02](01)017	[02]	Authorized	GM	1165(1).17 - GM - UK Civil Aviation Authority Oversight of UK Military Registered Air Systems	For Air Systems subject to CAP 562 Leaflet B-40 arrangements the Military Airworthiness Review Certificate (MARC), generated by the requirements of RA 4971 [13], includes the civil Airworthiness Review (AR), undertaken by an EASA Part M Subpart G with Subpart I privileges. The civil AR certificate cannot be released, as the EASA regulation does not apply to State Aircraft, as described above. The civil AR is undertaken to meet the requirements of providing evidence to the Mil CAM that the Air System has remained within the civil "controlled environment" for the previous 12 months. In order to remain within the limits of the civil framework, such that the Air System does not fall out of civil oversight, the MARC extensions of up to 90 calendar days detailed within RA 4971 [13] are not to be applied to Air Systems subject to this RA. [13] Refer to RA 4971 – Military Airworthiness Review and Certification - MRP Part M Sub Part I.	Guidance
1165[02](01)018	[02]	Authorized	GM	1165(1).18 - GM - UK Civil Aviation Authority Oversight of UK Military Registered Air Systems	The TAM will be approved within a MAA approved DAOS organization and, for generation of an Airworthiness Strategy and the management of TAw, will have the organizational resource and process support of a competent organization.	Guidance

1165[02](01)019	[02]	Authorized	GM	1165(1).19 - GM - Guidance on MEL	MELs are a necessary component of the fixed risk management construct operated by the civil Airworthiness system, providing operators and maintainers authoritative guidance, as approved data, on the fault tolerance limits [14] of the Air System. Air Systems operated under this regulation will require MELs to provide operational flexibility to the users within the Service Environment. In addition to the MEL derived from the MMEL for the civilian type certified Air System, the MOD may wish to provide a MEL Military Supplement (MELMS) for those items used for military purposes not already specified (such as military communications equipment). All MELMSs is to follow the style and layout of the UK CAA assessed MEL and is to be derived from a documented assessment of the impact on safe operation of the Air System in the event of one or multiple failures. It is to also specify that, if deferred, the items contained within the MELMSs pose no hazard to the overall Airworthiness of the Air System. [14] Such as tolerable avionic failures or redundancy of multiple systems.	Guidance
1165[02](01)020	[02]	Authorized	GM	1165(1).20 - GM - Rectification Interval Extensions	Latitudes for extending the deferral of items listed within the MEL are known within the civil system as RIE. An RIE is a single 100% extension to the rectification interval for the acceptance of faults to the item or system as specified within the MEL. As an example, an item that has been deferred for 3 days iaw the MEL rectification interval may only be granted a maximum deferral of 3 further days using the RIE process. A further extension, in the form of a time limited waiver or exemption, may only be granted by the MAA, in consultation with the UK CAA, and must be applied for through the MAA03 [11] exemptions and waivers process. A deferred fault may not be reviewed and re-deferred outside of this process (ie it is not acceptable for the licenced engineer to review a deferred fault and continually defer it outside of the RIE process). Application of RIE is to be agreed by the Mil CAM. [11] Refer to MAA03 – Military Aviation Authority Regulatory Processes.	Guidance
1166[02]	[02]	Authorized	RA Rationale	1166 - RA (Issue 2) - UK Civil-Registered Aircraft Utilized ►and Piloted◄ by the Ministry of Defence	The Military Aviation Authority (MAA) certifies, regulates and assures Air Systems that are military registered and therefore governed by the MAA's Regulatory Publications (MRP). However, there may be occasions where the Ministry of Defence (MOD) wish to utilize ►and pilot◄ UK civil-registered Aircraft, contracted to the MOD, to achieve its task without placing them on the Military Aircraft Register (MAR). In such situations, the regulatory responsibilities of the MAA and UK Civilian Aviation Authority (CAA) require unambiguous and defined boundaries to ensure the provision of appropriate regulatory oversight and prevent the development of complicated and confusing regulatory structures. The MOD User►[1]◄ and Contractor also require clarity of the regulatory and Assurance framework they will adhere to and which Regulations they are expected to comply with. This Regulatory Article (RA) therefore outlines the process by which the MAA and CAA will agree a regulatory framework for the utilization ►and piloting◄ of civil-registered Aircraft for MOD tasks or activity. [1] ►The MOD User requirement will be endorsed by an individual at 2* level or above, with appropriate air competence and air experience.◄	No
1166[02](01)	[02]	Authorized	Regulation	1166(1) - Regulation -UK Civil-Registered Aircraft Utilized ►and Piloted◄ by the Ministry of Defence	The regulatory framework to be applied when a UK civil-registered Aircraft is utilized by the MOD shall be agreed by the MAA and CAA and adhered to by the MOD User and Contractor.	No
1166[02](01)001	[02]	Authorized	AMC	1166(1).1 - AMC - UK Civil-Registered Aircraft Utilized ►and Piloted◄ by the Ministry of Defence	Before entering into any contractual agreement, MOD organizations planning to use UK civil-registered Aircraft for MOD tasks/activities should contact the MAA[2] to discuss the requirement for a joint MAA/CAA regulatory framework. [2] Initial contact should be made by email to DSA-MAA-MRPEnquiries@mod.gov.uk.	No
1166[02](01)002	[02]	Authorized	AMC	1166(1).2 - AMC - UK Civil-Registered Aircraft Utilized ►and Piloted◄ by the Ministry of Defence	When requested to, by the MAA and CAA, the MOD User and Contractor should submit a joint submission to the MAA detailing the planned use of the civil-registered Aircraft and any other information required by the MAA and CAA.	No
1166[02](01)003	[02]	Authorized	AMC	1166(1).3 - AMC - UK Civil-Registered Aircraft Utilized ►and Piloted◄ by the Ministry of Defence	The MOD User and Contractor should provide representation at a joint MAA/CAA working group to determine the applicable regulatory and assurance framework for the task/activity.	No
1166[02](01)004	[02]	Authorized	AMC	1166(1).4 - AMC - UK Civil-Registered Aircraft Utilized ►and Piloted◄ by the Ministry of Defence	When the regulatory framework is agreed by the CAA and MAA, it should be formalized in a document and issued to the MOD User and the Contractor. In response, and prior to start of flying activity, the MOD User and Contractor should provide the MAA and CAA with a joint exposition that describes as a minimum: a. ►The individual(s) assigned to hold accountability for operating Risk to Life (RtL); ◄ b. The application of agreed responsibilities to the task / activity, particularly at the boundaries between the MAA and CAA Regulations; c. The application of the agreed regulatory framework to the task/activity; d. Any remaining areas of the task/activity that require regulatory clarity, and; e. Provision of 1st and 2nd party assurance to the task/activity.	No
1166[02](01)005	[02]	Authorized	AMC	1166(1).5 - AMC - UK Civil-Registered Aircraft Utilized ►and Piloted◄ by the Ministry of Defence	5. ►Based on the provided exposition the MAA and CAA will jointly issue a final Approval and associated Air Navigation Order (ANO) exemption.◄ The MOD User and Contractor should abide by the ►provisions of the Approval and ANO exemption.	No
1166[02](01)006	[02]	Authorized	AMC	1166(1).6 - AMC - UK Civil-Registered Aircraft Utilized ►and Piloted◄ by the Ministry of Defence	6. For continued oversight and interim Assurance of the operation, the CAA and MAA should carry out an annual review of the Approval and associated ANO exemption. The outcome should be formally communicated to the MOD User and Contractor.	No
1166[02](01)007	[02]	Authorized	AMC	1166(1).7 - AMC - UK Civil-Registered Aircraft Utilized ►and Piloted◄ by the Ministry of Defence	7. With a view to renewing and in advance of the expiry date of the Approval and ANO exemption, a review of the operation should be instigated by the MAA and CAA. This review will be biennial following initial Approval and triennial thereafter. The MOD User and Contractor should engage with this process to ensure the operation remains fit for purpose, appropriately Assured and regulated.◄	No

1166[02](01)008	[02]	Authorized	GM	1166(1).8 - GM - UK Civil-Registered Aircraft Utilized ►and Piloted◄ by the Ministry of Defence	8. The term 'MOD User' refers to the organization within the MOD that wishes to utilize a civil-registered Aircraft to achieve its task or conduct an activity. As the applicable regulatory framework is developed, the terminology used will become more specific ►during the exposition process.	Guidance
1166[02](01)009	[02]	Authorized	GM	1166(1).9 - GM - UK Civil-Registered Aircraft Utilized ►and Piloted◄ by the Ministry of Defence	9. This RA is not intended to apply to operations conducted under an organization's Air Operator Certificates (AOC) or civil Approved Training Organization's (ATO) Approvals.◄	Guidance
1166[02](01)010	[02]	Authorized	GM	1166(1).10 - GM - UK Civil-Registered Aircraft Utilized ►and Piloted◄ by the Ministry of Defence	10. The term 'Contractor' refers to the organization that is providing the Aircraft and supporting services under contract to the MOD.	Guidance
1166[02](01)011	[02]	Authorized	GM	1166(1).11 - GM - UK Civil-Registered Aircraft Utilized ►and Piloted◄ by the Ministry of Defence	11. This Regulation applies to the utilization of civil-registered Aircraft by the MOD where the Aircraft is not brought onto the MAR. For such situations, a Memorandum of Understanding (MoU)►[3]◄ has been established between the MAA and CAA that details the process by which a regulatory framework is developed to ensure the activity is regulated and Assured appropriately, responsibilities are understood and RtL associated with the activity remains As Low As Reasonably Practicable and Tolerable. [3] ►Annex A to MoU made between the Military Aviation Authority and the Civil Aviation Authority Safety and Airspace Regulation Group, Version 4.0, dated September 2022.◄	Guidance
1166[02](01)012	[02]	Authorized	GM	1166(1).12 - GM - UK Civil-Registered Aircraft Utilized ►and Piloted◄ by the Ministry of Defence	12. To ensure the MAA and CAA properly understand the proposed activity, the MOD User and Contractor will be required to provide a joint submission that details how the Aircraft will be employed. In response, and following a joint working group ►(if required),◄ the MAA and CAA will provide the MOD User and Contractor with a regulatory framework document that details the agreed regulatory and Assurance arrangements.	Guidance
1166[02](01)013	[02]	Authorized	GM	1166(1).13 - GM - UK Civil-Registered Aircraft Utilized ►and Piloted◄ by the Ministry of Defence	13. ►At this point◄ the MOD User and Contractor will be expected to provide an exposition that details how the agreed framework and responsibilities will be applied to the task or activity. The exposition will include specific detail of any mitigations to be applied at the boundaries of interaction between CAA and MAA Regulations to avoid ambiguity.	Guidance
1166[02](01)014	[02]	Authorized	GM	1166(1).14 - GM - UK Civil-Registered Aircraft Utilized ►and Piloted◄ by the Ministry of Defence	14. ►◄ a. ►◄ b. ►◄ c. ►◄	Guidance
1166[02](01)015	[02]	Authorized	GM	1166(1).15 - GM - UK Civil-Registered Aircraft Utilized ►and Piloted◄ by the Ministry of Defence	15. ►The final Approval and ANO exemption will be issued jointly by the MAA and CAA and will detail the specific circumstances of the operation in respect of Assurance and Regulation. This action concludes the initial RA 1166 process.	Guidance
1166[02](01)016	[02]	Authorized	GM	1166(1).16 - GM - UK Civil-Registered Aircraft Utilized ►and Piloted◄ by the Ministry of Defence	16. Prior to the 2 year point following initial Approval or the 3 year point thereafter, a review will be instigated by either the CAA or the MAA to confirm that the operating premise has not changed, or that any changes have been captured, and that the regulatory and Assurance framework ultimately remains valid. The initial Approval process is repeated, albeit in an expedited manner, and a renewed Approval and ANO exemption will be issued.	Guidance
1166[02](01)017	[02]	Authorized	GM	1166(1).17 - GM - UK Civil-Registered Aircraft Utilized ►and Piloted◄ by the Ministry of Defence	17. MOD Users and Contractors can refer to Annex A for a pictorial representation of the RA 1166 process.◄	Guidance
1200[07]	[07]	Authorized	RA Rationale	Air Safety Management	Effective Air Safety Management (ASM) enhances operational capability. Complex systems in the Defence Air Environment present foreseeable and credible Risk to Life (RtL) and therefore require a rigorous and systematic management approach to avoid personnel being exposed to unnecessarily high Risk. An effective Air Safety Management System (ASMS), in conjunction with an Air System Safety Case (ASSC), will ensure that RtL is mitigated to As Low As Reasonably Practicable (ALARP) and Tolerable. The ASMS comprises the entirety of all documented and undocumented processes, procedures, tools and methodologies that exist to manage Air Safety. It is underpinned by Leadership, Assurance, and an Engaged Air Safety Culture.	Yes
1200[07](01)	[07]	Authorized	Regulation	Air Safety Management	1200(1) All Aviation Duty Holders (ADH), Accountable Managers (Military Flying) (AM(MF)), Accountable Managers (AM)[1], Heads of ADH-Facing Organizations[2] and Heads of Establishment (HoE) involved in Defence Aviation shall establish and maintain an effective ASMS. [1] Those AMs within: ADH-Facing Organizations, Contractor Flying Approved Organizations, Maintenance Approved Organizations, Air Traffic Management Equipment Approved Organizations, and Design Approved Organizations. [2] Examples are 'Heads of ADH-Facing Organizations' include Type Airworthiness Authorities (TAA), Commodity Chief Engineers, Type Airworthiness Managers (TAM), Commodity Delivery Team Leaders, Military Continuing Airworthiness Managers (Mil CAMs). for definition of ADH-Facing (Refer to RA1020(4): Responsibilities of Aviation Duty Holder-Facing Organizations).	Yes
1200[07](01)001	[07]	Authorized	AMC	Air Safety Management	1. ADH and AM(MF) ASMSs should manage their respective ASSC(s) to ensure that the Safety claims, arguments, and their supporting evidence are routinely reviewed and challenged for continued validity, in order to ensure associated RtL remain ALARP and Tolerable.	Yes
1200[07](01)002	[07]	Authorized	AMC	Air Safety Management	2. The ASMS of ADH-Facing Organizations, AMs and HoEs supporting Defence Aviation should enable those organizations to actively support ADH and AM(MF) in their management of Air Safety and respective ASSC(s). It should identify any decision, activity or change in circumstances that has the potential to introduce or modify RtL in ADH and AM(MF) operations, or which could undermine the ALARP and Tolerable status.	Yes
1200[07](01)003	[07]	Authorized	AMC	Air Safety Management	3. Where organizations employ a holistic or 'Total Safety' approach to managing Safety (potentially encompassing health and Safety, environmental Safety, functional Safety, and Air Safety) as a single system, these systems should address and document the approach to complying with this regulation.	No
1200[07](01)004	[07]	Authorized	AMC	Air Safety Management	4. Each organization should demonstrate an appropriate level of separation between Assurance and delivery such that its activities are not unreasonably influenced by operating or commercial pressures.	Yes

1200[07](01)005	[07]	Authorized	AMC	Air Safety Management	5. An ASMS should be proportional to the size, complexity and activities of the organization and consider the Hazards and associated Risks. It should comprise the 4 key pillars: a. Safety Policy and Objectives. b. Safety Risk Management. c. Safety Assurance. d. Safety Promotion.	Yes
1200[07](01)006	[07]	Authorized	AMC	Air Safety Management	6. Utilizing the 4 key pillars as a framework, an ASMS should, as a minimum: a. Safety Policy and Objectives (1) Leadership, Commitment, Accountabilities and Responsibilities. Clearly define lines of responsibility and accountability throughout the organization including the direct Safety accountability of the ADH, AM(MF), AM, HoEs and ADH-Facing Organizations and make a clear commitment to the adequate resourcing of Air Safety. (2) Engaged Air Safety Culture. Clearly articulate how the organization engenders a positive Safety culture and assesses its ongoing effectiveness and ensure that a set of enduring values and attitudes regarding Air Safety is shared by every member of an organization. (3) Air Safety Priority, Objectives and Targets. Clearly articulate the leadership's Air Safety priorities, set the targets to be achieved and define the objectives that will deliver them. (4) Organization, Key Safety Personnel, Air Safety Competencies. Describe the Safety organization and be structured in a way that is easily communicated, such that it is clearly understood throughout the organization. (5) Defined Interfaces with Adjacent Safety Management System. Identify all interactions between adjacent organizations' management systems, describe the information flows across them and how they will be managed. (6) Emergency Response Planning. Detail contingency plans that clearly document the actions to be taken following emergencies to limit the initial impact, control the situation and enable return to normality at the earliest practicable opportunity. (7) ASMS Documentation. Produce appropriate documentation which describes required processes, procedures, tools, and methodologies, that will facilitate effective performance of the ASMS. b. Safety Risk Management (1) Reporting and Investigation. Detail processes and resources to enable the effective reporting and investigation of Occurrences. (2) Hazard Identification. Detail processes and resources to enable effective Hazard Identification, which will include causal and consequence analysis. (3) Safety Risk Assessment and Mitigation. Detail processes and resources to analyze and control or mitigate the associated Safety Risks within an organization, and ensure the effectiveness of these actions have been verified. c. Safety Assurance (1) Compliance Monitoring and Safety Performance Measurement. (a) Detail the process and resources to provide Assurance that the organization is compliant with relevant requirements[3] (see para 7 for further detail). (b) Include suitable Safety Performance Indicators (SPI) to measure performance against the defined Air Safety Objectives and Targets and ensure their routine review. (2) Management of Change. Detail a proactive approach to change management that assesses proposed changes before	Yes
1200[07](01)007	[07]	Authorized	AMC	Safety Assurance	7. The ADH, AM(MF), AM, HoEs and ADH-Facing Organizations should: a. Ensure that the ASMS operates a comprehensive and documented Safety Assurance[4] programme covering the entirety of the organization's own activities and, where appropriate, those of interfacing organizations[5]. The programme should be routinely reviewed to ensure an appropriate focus is maintained. b. Ensure that when responsible for conducting 2nd Party Assurance (2PA) on subordinate organizations, the requirements detailed in MAA01[6] are met. c. Nominate an individual to have overall responsibility for compliance monitoring management. Where the same individual fulfils the role of both Safety and Compliance Manager, the ASMS should clearly define how independence is maintained between the roles. [4] Safety Assurance encompasses both the functions of detailed compliance monitoring and Safety Audits (see MAA02: Military Aviation Authority Master Glossary). Whilst performance of the ASMS needs to be constantly monitored, periodic discrete Assurance activities should be planned based on perceived Risk. [5] Where an organization is reliant upon another one for delivery of a product or service to enable effective operation or delivery of their ASSC element, appropriate Assurance arrangements should be made. This may be via direct Assurance, or by reviewing Assurance reports from other trusted agencies; ASMS documentation should describe how such assurance reports are exploited. [6] MAA01: Military Aviation Authority Regulatory Principles, Chapter 2 – How the MAA Regulates, Para 8.	Yes
1200[07](01)008	[07]	Authorized	GM	Air Safety Management	8. The Air Safety Management Assessment Tool (ASMAT) is an optional tool that has been produced to facilitate the Assurance of ASMS by 1st, 2nd, and 3rd party organizations[7] The ASMAT and the associated report form are available for download from the MAA website[8]. [7] Refer to MAA02 for definition of 1st, 2nd, 3rd Party Assurance. [8] https://www.gov.uk/government/publications/the-military-aviation-authority-air-safety-management-performance-matrix-mapm.	Guidance
1200[07](01)009	[07]	Authorized	GM	Air Safety Management - Safety Policy and Objectives	9. An effective ASMS may be a hierarchy of connected ASMSs for parent, subordinate and supporting organizations which integrate effectively via defined interfaces to support relevant ASSCs. ADH-Facing Organizations have a significant role in enabling the ADH and AM(MF) to manage RtL by communicating effectively via interfaces and stakeholders.	Guidance
1200[07](01)010	[07]	Authorized	GM	Air Safety Management - Safety Policy and Objectives	10. The Air Safety Targets and SPIs can be expressed in quantitative or qualitative terms and will help facilitate the measurement of ASMS effectiveness.	Guidance

1200[07](01)011	[07]	Authorized	GM	Air Safety Management - Safety Policy and Objectives	11. Organizational arrangements will include the ASMS scope, the roles, and responsibilities of the organization with a focus on Air Safety, and the structure, composition and aim of Air Safety meetings, working groups and decision-making forums. The role of the Safety Manager will be clearly nominated along with the appointment of other key Air Safety personnel who require Terms of Reference, including unambiguous channels of communication and levels of authority	Guidance
1200[07](01)012	[07]	Authorized	GM	Air Safety Management - Safety Policy and Objectives	12. Defined interfaces with adjacent Safety Management Systems will capture detail on who, what, when, why and where the interfaces are, and ensure they are reviewed regularly. Interfaces are to include all those that support an ASSC.	Guidance
1200[07](01)013	[07]	Authorized	GM	Air Safety Management - Safety Policy and Objectives	13. With Emergency Response Planning it is important to note that Emergency Response Planning is not only Post Crash Management or Business Continuity but assessing the Air Safety impact of any potential emergency or non-standard operating procedure and transition back to normal ops.	Guidance
1200[07](01)014	[07]	Authorized	GM	Air Safety Management - Safety Policy and Objectives	14. ASMS documentation is dependent on the organization's Safety management structure but needs to be auditable, controlled, accurate and current.	Guidance
1200[07](01)015	[07]	Authorized	GM	Air Safety Management - Safety Risk Management	15. Hazard Identification will be periodically revisited, to ensure that the assumptions remain valid and identify any new Hazards.	Guidance
1200[07](01)016	[07]	Authorized	GM	Air Safety Management - Safety Assurance	16. The principles of ISO 9001 are recommended for assessing the requirements for process development, Assurance[9] and continuous improvement. [9] The compliance monitoring function may already fall within the Quality Management System (QMS) within some organizations; Approved Organization QMS requirements are detailed in RA 1005 – Contracting with Competent Organizations.	Guidance
1200[07](01)017	[07]	Authorized	GM	Air Safety Management - Safety Assurance	17. The compliance monitoring function will be appropriate to the size and complexity of the organization and include a feedback system of findings to the ADH, AM(MF), AM or ADH-Facing Organizations to ensure the effective implementation of corrective actions as necessary.	Guidance
1200[07](01)018	[07]	Authorized	GM	Air Safety Management - Safety Assurance	18. Change Management will manage both large scale change (Aircraft types, Operating Locations etc.) and small scale (minor modifications or MAA Regulatory Publications updates etc.) and will be pan Defence Lines of Development.	Guidance
1200[07](01)019	[07]	Authorized	GM	Air Safety Management - Further Guidance	19. The Manual of Air Safety contains further guidance material applicable for establishing, maintaining, and assuring the effectiveness of the ASMS, Risk Management and developing an Engaged Air Safety Culture.	Guidance
1202[01]	[01]	Authorized	RA Rationale	1202 - RA (Issue 01) - Cyber Security for Airworthiness and Air Safety	Cyber vulnerabilities in Air Systems represent a significant threat to Type and Continuing Airworthiness and Air Safety. Cyber Security for Airworthiness (CSA) measures are required to identify and mitigate against inadvertent or malicious introduction of such cyber vulnerabilities, to maintain Airworthiness. This RA sets out the CSA operational requirements for management of cyber threats throughout the life of an Air System.	Yes
1202[01](01)	[01]	Authorized	Regulation	1202(1) - Regulation - Cyber Security for Airworthiness and Air Safety	1202(1) Aviation Duty Holders (ADH) / Accountable Managers (Military Flying) (AM(MF))[1] and Senior Responsible Owners (SRO) shall ensure that cyber security threats to Air Safety and Airworthiness are identified, suitably mitigated, and managed through life, appropriate to the level required by the intended use of the Programmable Elements (PE)[2]. [1] Refer to RA 1024 – Accountable Manager (Military Flying). [2] Note – scope of activity is not confined to PE, but a whole Air System / operations focus, for the management of cyber security threats and vulnerabilities.	Yes
1202[01](01)001	[01]	Authorized	AMC	1202(1).1 - AMC - Cyber Security for Airworthiness and Air Safety - Cyber Security for Airworthiness and Air Safety	1. To mitigate the cyber security threats to Airworthiness and Air Safety during operation and Maintenance of an Air System, ADHs / AM(MF)s and SROs should provide direction to operators. This should use recognized cyber security guidance aligned to the principles of the MOD Cyber Compliance Framework[3] . ADHs / AM(MF)s / SROs should follow: a. Radio Technical Commission for Aeronautics (RTCA) DO-355A / EUROCAE ED-204A[4],[5]. b. JSP 440[6]. [3] A copy of the MOD Cyber Compliance Framework should be requested from the contracting organization. [4] Refer to RTCA DO-355A / EUROCAE ED-204A – Information Security Guidance for Continuing Airworthiness (note that DO-355A is titled 'Continued Airworthiness', DO-355A still refers to Continuing Airworthiness throughout the standard despite title of document). [5] DO-355A is a companion to RTCA DO-326A but written for information security In-Service, as opposed to design. The need for such provision is consistent with Defence Standard (Def Stan) 00-970 Guidance Material (Parts 1, 3, 5 and 7). [6] Refer to JSP 440 – The Defence Manual of Security.	No
1202[01](01)002	[01]	Authorized	AMC	1202(1).2 - AMC - Cyber Security for Airworthiness and Air Safety - Cyber Security for Airworthiness and Air Safety	2. The ongoing CSA activity should contribute to the development and management of the Air System Safety Case[7]. [7] Refer to RA 1205 – Air System Safety Cases.	No
1202[01](01)003	[01]	Authorized	GM	1202(1).3 - GM - Cyber Security for Airworthiness and Air Safety - Cyber Security for Airworthiness and Air Safety	3. To harmonise the approach taken to address Risks to CSA, detailed in RTCA DO-355A / EUROCAE ED 204A, this RA captures the operational considerations for the management of cyber security threats throughout the life of an Air System. Note: RA 5890[8] captures the CSA considerations for Air System Type Design and Changes / Repairs to Type Design. [8] Refer to RA 5890 – Cyber Security for Airworthiness and Air Safety – Type Design and Changes / Repairs to Type Design.	Guidance

1202[01](01)004	[01]	Authorized	GM	1202(1).4 - GM - Cyber Security for Airworthiness and Air Safety - Cyber Security for Airworthiness and Air Safety	4. Threat of intentional unauthorized electronic interaction will be systematically addressed throughout the life of an Air System. The introduction of changes through advances in computing technology, coupled with developments in tools and techniques, may increase the Risk associated with existing vulnerabilities or expose new ones. The periodicity and work conducted is commensurate with the potential Safety impact associated with the Air System. This RA gives guidance on actions to ADHs / AM(MF)s and SROs responsible for all in-service Air Systems, including Legacy Air Systems[9] , on understanding what level of vulnerability they may be subject to from cyber threats. Design Change will always be the preference to address cyber vulnerabilities, however it is accepted that action taken in line with this RA may be more feasible to achieve by justified procedural means. [9] Refer to MAA02 – MAA Master Glossary	Guidance
1202[01](01)005	[01]	Authorized	GM	1202(1).5 - GM - Cyber Security for Airworthiness and Air Safety - Cyber Security for Airworthiness and Air Safety	5. Cyber Compliance. Management of cyber security for Air Systems In-Service must be consistent with the MOD Cyber Compliance Framework3 , with a specific focus on Air Safety. The framework can be aligned to relevant aspects of DO-355A4 for Continuing Airworthiness and JSP 440[10] . The framework is based on the requirements of the US National Institute of Standards and Technology (NIST) Cybersecurity Framework, namely Identify, Protect, Detect, Respond and Recover, which must be followed and maintained through the life of Air Systems. This guidance is applicable to PE, Aircraft components, Aircraft network access points, Aircraft weapon systems, Aircraft intelligence systems, Ground Support Equipment, any associated Ground Support Information Systems, and the associated operators. The National Cyber Security Centre (NCSC)[11] also provides guidance on a Cyber Assessment Framework (CAF) that shares the principles of the NIST Framework. [10] JSP 440 focuses on generic cyber security. [11] www.ncsc.gov.uk	Guidance
1202[01](01)006	[01]	Authorized	GM	1202(1).6 - GM - Cyber Security for Airworthiness and Air Safety - Cyber Security for Airworthiness and Air Safety	6. Identify. The first step, and foundational for effective application of the MOD Cyber Compliance Framework[3] , is understanding cyber security Risk in the operational context of any Air System. Risk Assessments, Risk Management strategies, governance, supply chains and asset management are examples of outcomes within this function. DO-355A[4] and JSP 440[6] provide guidance on these aspects, which are key in identifying cyber threats and vulnerabilities that have the potential to impact Air Safety, along with associated operators' responsibilities.	Guidance
1202[01](01)007	[01]	Authorized	GM	1202(1).7 - GM - Cyber Security for Airworthiness and Air Safety - Cyber Security for Airworthiness and Air Safety	7. Protect. Once cyber threats have been identified, the next step is the development and implementation of appropriate safeguards to ensure safe operation of an Air System, by limiting or containing the impact of a potential cyber Incident on Air Safety. Examples of outcomes include access management, storage, transport, training and awareness, Maintenance, protective technology, and Information Management (IM). DO-355A[4] and JSP 440[6] provide guidance on implementation of these processes.	Guidance
1202[01](01)008	[01]	Authorized	GM	1202(1).8 - GM - Cyber Security for Airworthiness and Air Safety - Cyber Security for Airworthiness and Air Safety	8. Further information for the Assurance of the supply chain may be found in Def Stan 05-13812 and Def Stan 05-13513 (eg, counterfeit materiel may not meet the original manufacturer specifications, undermining protection assumptions, and compromised materiel could deliberately introduce vulnerabilities). The NCSC also provides guidance on Assurance of supply chains. [12] Refer to Def Stan 05-138 – Cyber Security for Defence Suppliers. [13] Refer to Def Stan 05-135 – Avoidance of Counterfeit Materiel.	Guidance
1202[01](01)009	[01]	Authorized	GM	1202(1).9 - GM - Cyber Security for Airworthiness and Air Safety - Cyber Security for Airworthiness and Air Safety	9. Detect. Upon introducing protective safeguards, the detect function will be introduced to enable timely detection of cyber security Incidents that may impact Air Safety, such as continuous monitoring and security log files. By understanding the normal behaviour of relevant Air Systems, anomalies can be identified as potential cyber threats to Air Safety. DO-355A[4] and JSP 440[6] provide guidance on the importance of monitoring and detection systems and processes. Guidance on the management of security events that affects aviation Safety can be found in DO-392[14]. [14] Refer to DO-392 / EUROCAE ED-206 – Guidance for Security Event Management.	Guidance
1202[01](01)010	[01]	Authorized	GM	1202(1).10 - GM - Cyber Security for Airworthiness and Air Safety - Cyber Security for Airworthiness and Air Safety	10. Respond. Once a cyber incident affecting Air Safety has occurred, the level of response is key in supporting the ability to contain the impact, this includes the need for business continuity plans and associated response plans, Occurrence reporting[15] , cyber threat analysis, and Continuous Improvement (CI). The MOD requirement for cyber management controls and Cyber Incident response is detailed in JSP 440[6] . Further guidance can be sought through the MOD Cyber Compliance Framework[3] and the NCSC Cyber Assessment Framework[11] . Guidance on the management of security events that affects aviation safety can be found in DO-392[14]. [15] Refer to MOD Cyber Incident Reporting – Security Incident Reporting Form and RA 1410 – Occurrence Reporting and Management.	Guidance
1202[01](01)011	[01]	Authorized	GM	1202(1).11 - GM - Cyber Security for Airworthiness and Air Safety - Cyber Security for Airworthiness and Air Safety	11. Recover. Directly linked to cyber incident response, recovery is essential in maintaining resilience and restoring operational capability. This function minimizes the impact of a cyber incident through timely recovery via recovery planning and CI. Communication and co-ordination with all stakeholders is required to ensure recovery activities are managed and lessons are identified for future improvements, as per guidance in JSP 440[6] . Further guidance can be sought through DO-392[14] , the MOD Cyber Compliance Framework[3] and NCSC Cyber Assessment Framework[11] .	Guidance
1205[08]	[08]	Authorized	RA Rationale	Air System Safety Cases	Military Air Systems are complex and often have unique and emerging capabilities that present complicated developmental challenges; moreover, the operation of Military Air Systems presents a foreseeable and credible Risk to Life (RtL). A simple Risk assessment will not be sufficient to assess the potential impact of these RtL, whereas the use of a Safety Case provides the ability to understand the cumulative and / or interrelated Risks from the use of the complex system. This Regulatory Article (RA) requires that all Air Systems on, or destined for, the UK Military Aircraft Register (MAR) have a robust Air System Safety Case (ASSC) that will demonstrate that the Air System is, or will be capable of being, safe to operate and operated safely for a given application in a given operating environment. This RA is supported by the Manual of Air System Safety Cases (MASSC) which provides comprehensive Guidance Material regarding ASSCs.	Yes
1205[08](00)001	[08]	Authorized	Definitions		1. ►◄	N/A
1205[08](00)002	[08]	Authorized	Definitions		2. ►◄	N/A

1205[08](00)003	[08]	Authorized	Applicability	Applicability of this RA	3. All Air Systems on, ►or destined for,◄ the UK MAR►[1]◄. [1] ►Open Category and Specific S1 sub-category Remotely Piloted Air Systems (RPAS) do not require an ASSC. Specific S2 subcategory and Certified Category RPAS require an ASSC. Refer to RA 1600 Series – Remotely Piloted Air Systems.◄	N/A
1205[08](00)004	[08]	Authorized	Applicability	Applicability of this RA	4. ►◄	N/A
1205[08](00)005	[08]	Authorized	Applicability	Applicability of this RA	5. All Senior Responsible Owners (SROs) responsible for the introduction, development or modification of Air Systems on, or destined for, the UK MAR.	N/A
1205[08](00)006	[08]	Authorized	Applicability	Applicability of this RA	6. All Operating Duty Holders (ODH) / Accountable Managers (Military Flying) (AM(MF)) responsible for the operation of Air Systems on the UK MAR.	N/A
1205[08](01)	[08]	Authorized	Regulation	The Air System Safety Case and Air System Safety Case Report(s)	1205(1) An ASSC shall be produced for Air Systems on, or destined for, the UK MAR. The ASSC shall be articulated via an ASSC Report.	Yes
1205[08](01)007	[08]	Authorized	AMC	The Air System Safety Case and Air System Safety Case Report(s) - The ASSC	7. The ASSC should consist of a claim (or number of claims), a structured and explicit argument, and a supporting body of evidence, that together provide a compelling, comprehensible and valid case that an Air System is safe to operate and being operated safely within a clearly defined context[2]. [2] That is, for a given application(s) in a given operating environment(s).	No
1205[08](01)008	[08]	Authorized	AMC	The Air System Safety Case and Air System Safety Case Report(s) - The ASSC	8. Development of the ASSC should begin at the concept stage[3], with Safety arguments considered during capability design and selection, and be managed through to ►(and including)◄ disposal. [3] The first stage of the CADMID cycle (Concept, Assessment, Demonstration, Manufacture, In-service, Disposal).	No
1205[08](01)009	[08]	Authorized	AMC	The Air System Safety Case and Air System Safety Case Report(s) - The ASSC	9. Development of the Air System's Safety requirements and context of use should be influenced by the current, or intended, operators and maintainers of the Air System. For a unique and emerging technology, with no end-user expertise, an appropriate Suitably Qualified and Experienced Person (SQEP) stakeholder group should be established.	No
1205[08](01)010	[08]	Authorized	AMC	The Air System Safety Case and Air System Safety Case Report(s) - The ASSC	10. The ASSC should be managed via an Air Safety Management System (ASMS) established and maintained in accordance with (iaw) RA 1200[4]. [4] Refer to RA 1200 – ►◄ Air Safety Management.	No
1205[08](01)011	[08]	Authorized	AMC	The Air System Safety Case and Air System Safety Case Report(s) - The ASSC	11. The ASSC should explicitly address the Human Factors aspects associated with the operation and Maintenance of the Air System.	No
1205[08](01)012	[08]	Authorized	AMC	The Air System Safety Case and Air System Safety Case Report(s) - The ASSC	12. The ASSC should explicitly address the inclusion, or justified exclusion, of Safety-enhancing technologies and techniques from across the aviation industry, both during the initial development of the capability and once In-Service[5] through periodic review of the ASSC ►◄. [5] The term 'service', when used in the context of an Air System being 'In-Service' or 'introduced into service', refers to the phase where the Air System has completed development and is now being used to deliver the capability for which it was intended, be that training or operations. It does not refer to use of the Air System by one of the branches of HM Armed Forces (ie the Services – Navy, Land or Air).	No
1205[08](01)013	[08]	Authorized	AMC	The Air System Safety Case and Air System Safety Case Report(s) - The ASSC	13. ►Where a Flight Simulator Training Device[6] is procured or utilized in support of the Air System then the ASSC owner should ensure that it is appropriately captured in the ASSC.◄ [6] ►Refer to RA 2375 – Qualification, Approval and Use of Flight Simulator Training Devices.	No
1205[08](01)014	[08]	Authorized	AMC	The Air System Safety Case and Air System Safety Case Report(s) - The ASSC	14. The ASSC should address all operations being, or intended to be, conducted with the Air System. The ASSC should explicitly address any higher-technical merit and / or higher-Risk activities and present a coherent and convincing Safety argument backed up by valid supporting evidence, which might be bespoke to these capabilities ►◄.	No
1205[08](01)015	[08]	Authorized	AMC	The Air System Safety Case and Air System Safety Case Report(s) - The ASSC	15. As the ASSC develops, it should enable the following: a. Provision of an 'ASSC Strategy' which ►begins to mature the ASSC Claim-Argument-Evidence construct that is endorsed by the end-user ODH / AM(MF). This effectively provides a summary of the programme activity that substantiates the claims and arguments◄ that the capability has the potential to be managed safely across all Defence Lines of Development (DLoD)►[7]◄ through its lifecycle. b. Provision of an 'ASSC Acquisition Basis' which ►continues to mature an ASSC Claim-Argument-Evidence construct, begins to summarize argument substantiation evidence, continues to effectively summarize the programme activity that is substantiating the claims and arguments, and demonstrates that operating Risks have influenced capability design / selection and Pan-DLoD Safety requirements.◄ c. Provision of a 'Live ASSC' which demonstrates, through claim, explicit argument and appropriately cited evidence, that the Air System is safe to operate and operated safely across all DLoDs and that all RtL is both As Low As Reasonably Practicable (ALARP) and Tolerable within a clearly defined context[8]. [7] Refer to MAA02 – Military Aviation Authority Master Glossary.◄ [8] Refer to RA 1210 – Ownership and Management of Operating Risk (Risk to Life).	No

1205[08](01)016	[08]	Authorized	AMC	The Air System Safety Case and Air System Safety Case Report(s) - The ASSC Report(s)	16. An ASSC Report should be one document which captures the key components of the ASSC at a point in time. It should articulate the Safety claim and the Safety argument and summarize the supporting evidence in a clear and concise format. a. The ASSC Strategy Report (for ►the Outline Business Case (OBC))◄ should demonstrate that the proposed Air System and the associated processes and measures described are likely to support effective ALARP and Tolerable judgments. ►The Report should capture a consistent ClaimArgument-Evidence construct alongside a summary of the programme activity being undertaken to substantiate the claims and arguments.◄ b. The ASSC Acquisition Basis Report (for ►the Full Business Case (FBC)◄ should demonstrate that the processes and their artefacts have influenced capability design / selection ►or,◄ where this has not been achieved, ►◄ demonstrate the additional mitigation measures which are required to be implemented, eg Training Needs Analysis. ►The Report should capture a consistent Claim-Argument-Evidence construct alongside a summary of the on-going programme activity being undertaken to substantiate the claims and arguments.◄ c. The ASSC Report(s) associated with the Live ASSC (for either ►Development or In-Service)◄, should demonstrate that the processes are supporting effective ALARP and Tolerable judgements within a clearly defined context. A Live ASSC Report should be produced ►as part of the Application for Approval in Principle to register an Air System on the UK MAR[9],◄ prior to activation of the Air System on the UK MAR, and following review of the Live ASSC as required at para ►27◄. [9] ►Refer to RA 1161 – Military Registration of Air Systems Operating within the Defence Air Environment.◄	No
1205[08](01)017	[08]	Authorized	AMC	The Air System Safety Case and Air System Safety Case Report(s) - The ASSC Report(s)	17. To ensure the ASSC Report presents a clear and compelling case, evidence should be referenced and only directly transposed into the ASSC Report where critical to the meaning or strength of an argument.	No
1205[08](01)018	[08]	Authorized	AMC	The Air System Safety Case and Air System Safety Case Report(s) - The ASSC Report(s)	18. Legacy versions of ASSC Reports should be considered significant Air Safety related documents and retained iaw RA 1225[10]. [10] Refer to RA 1225 – Air Safety Documentation Audit Trail.	No
1205[08](01)019	[08]	Authorized	GM	The Air System Safety Case and Air System Safety Case Report(s)	19. Safety Case Regime. The Safety Case regime places the onus on the operator, who understands the Air System and how it will be, or is, employed to identify and manage the Risks associated with their activity, rather than simply relying on prescriptive regulation alone. To assist the regulated community, the MAA has produced the MASSC which provides guidance material for the development and management of the ASSC and of the associated ASSC Report(s).	Guidance
1205[08](01)020	[08]	Authorized	GM	The Air System Safety Case and Air System Safety Case Report(s)	20. Primacy of the ASSC argument. As described in the MASSC, an argument without supporting evidence is unfounded, whilst evidence without argument is unexplained and therefore meaningless, regardless of the quality or quantity of that evidence. The overwhelming academic view revolves around the primacy of the Safety argument; however, in practice this is often neglected with the emphasis being incorrectly placed on evidence and leaving the connection between the evidence and the argument unexplained. Within an ASSC, it is the Safety argument that has primacy, underpinned and supported by evidence.	Guidance
1205[08](01)021	[08]	Authorized	GM	The Air System Safety Case and Air System Safety Case Report(s)	21. Safety-Enhancing Technologies and Techniques. The principle behind para 12 is the requirement to consider good practice as part of any ALARP argument[11]. As such, the design and selection of the Air System has to consider extant Safety-enhancing technologies and techniques from across the aviation industry which are applicable to the intended context, with decision(s) captured within the developing ASSC. The consideration of emerging Safety-enhancing technologies and techniques will depend on the anticipated Safety benefit, and the maturity of those technologies and techniques against the programme timeline. Once the Air System is In-Service, the periodic review of the Live ASSC (In-Service) will need to confirm that arguments based on the adoption of good practice are still valid, cognisant of any changes in context or adoption of new technologies and techniques across the aviation industry. ►Examples of such technologies[12] and techniques include collision warning systems, terrain awareness and warning systems, cockpit voice / flight data recorders, windshear alerting systems, wire-strike protection systems and flight data monitoring programmes. [11] Refer to RA 1210 – Ownership and Management of Operating Risk (Risk to Life), Annex B for more details. [12] ►Noting that some safety-enhancing technologies (ie Cockpit Voice / Flight Data Recorder) are mandatory equipment for the Air System to achieve Type Certification iaw RA 5810 – Military Type Certificate (MRP 21 Sub Part B).◄	Guidance
1205[08](01)022	[08]	Authorized	GM	The Air System Safety Case and Air System Safety Case Report(s)	22. Higher-technical merit and / or higher-Risk activities. Such operations include: Night Vision Device operations, air-to-air refuelling, embarked operations, degraded visual environment operations, training for contested airspace operations, the use of equipment and / or procedures cleared under an Operational Emergency Clearance (OEC) and operations with reduced Safety margins[13]. [13] ►For example, tasks utilizing approved Reduced Operating Standard or Military Operating Standard take-off and landing performance.	Guidance
1205[08](01)023	[08]	Authorized	GM	The Air System Safety Case and Air System Safety Case Report(s)	23. It is essential that development and management of an ASSC covers all DLoDs within its Claim-Argument-Evidence hierarchy. Approaching the development of an ASSC through a 'Pan-DLoD lens' can also assist in delivering an effective ClaimArgument-Evidence construct; the MASSC offers further guidance.◄	Guidance
1205[08](02)	[08]	Authorized	Regulation	Ownership of the Air System Safety Case	1205(2) The SRO or ODH / AM(MF) shall develop, manage and own the ASSC subject to the following: a. An ASSC shall have a single owner at any one time. b. For new capabilities, the SRO shall own the ASSC from Concept until transfer of the ASSC to the enduser ODH / AM(MF). c. The end-user ODH / AM(MF) shall take ownership of the ASSC before any RtL is incurred through InService operation of the Air System. d. Where ►Development[14]◄ flying is to be conducted, the ODH / AM(MF) for the ►Development◄ flying shall own a separate ASSC specific to the context of the ►Development◄ flying. [14] Refer to RA 1160 – The Defence Air Environment Operating Framework.	Yes

1205[08](02)024	[08]	Authorized	AMC	1395	24. From nomination as a project SRO►[15]◄ and on ownership of the project mandate[16], until transfer of the ASSC to the end-user ODH / AM(MF), the SRO should: a. Manage the development of the ASSC argument and its associated evidence requirements. b. Ensure delivery of the evidence through Integrated Test, Evaluation and Acceptance (ITEA), or equivalent, which provides the relevant role-relation and independent test and / or evaluation. c. Ensure that Air Safety considerations are founded in capability requirement design and selection, securing end-user engagement through the Requirements Manager. d. Ensure appropriate operator, maintainer and ITEA stakeholder engagement during development of the ASSC Strategy and ASSC Acquisition Basis. e. Ensure that a statement of endorsement from the end-user ODH / AM(MF)[17] is available with the ►OBC◄ and ►FBC◄ Investment Appraisal Committee (IAC) submission[18]. f. Secure ►an◄ MAA scrutiny statement of the ASSC Strategy Report and ASSC Acquisition Basis Report iaw RA 1205(5) paras ►48◄ and ►49◄. g. Ensure that decisions that have the potential to impact on the Safety argument underpinning the subsequent Live ASSC are endorsed by the enduser ODH / AM(MF)[17]. h. Where ►Development◄ flying is required ►◄, support the ODH / AM(MF) responsible for conducting the ►Development◄ flying to generate the Live ASSC (►Development◄) specific to the context of the ►Development◄ flying. i. ►Secure an MAA review of an appropriately mature ASSC Report when applying to register an Air System on to the UK MAR[9] as part of the Application for Approval in Principle (AAIP).◄ j. Secure ►an◄ MAA review of a fully-substantiated Live ASSC, articulated through a Live ASSC Report ►(Development / In-Service), when requesting activation of an Air System on to the UK MAR[9].◄ k. Manage the development of the ASSC argument, and its associated evidence requirements, when an Air System returns to the developmental domain due to major modification or upgrade project[19]. [15] For civil-initiated procurement of Civilian-Owned / Civilian Operated Air Systems which do not have a SRO, the programme manager responsible for planning, governing and overseeing the successful delivery of the programme's output / product owns and manages the ASSC until the Air System is activated on the UK MAR and the ASSC handed over to the AM(MF).◄ [16] Or whatever mechanism is equivalent in ►civilian◄ industry / operators that confers budgetary authority to a nominated programme manager at the start of a programme involving development / procurement of an Air System. [17] Where the end-user ODH / AM(MF) has not yet been identified or appointed, endorsement is to be sought from a suitably empowered representative.	No
1205[08](02)025	[08]	Authorized	AMC	Ownership of the Air System Safety Case - Roles and Responsibilities of the ASSC Owner – ODH / AM(MF)	25. ►Development◄ Flying. Prior to accepting any RtL associated with the operation of an Air System for ►Development◄ activity conducted during initial capability development or modification, the ODH / AM(MF) responsible for the ►Development◄ flying should: a. Own and manage a Live ASSC (►Development◄) which delivers a substantiated argument for safe ►Development◄ flying. b. Engage with the SRO and / or end-user ODH / AM(MF) to ensure that the ►Development◄ evidence requirements are clearly understood and that any role-relatable ►Development◄ activity is aligned to the intended In-Service operating context.	No
1205[08](02)026	[08]	Authorized	AMC	Ownership of the Air System Safety Case - Roles and Responsibilities of the ASSC Owner – ODH / AM(MF)	26. In-Service Flying. Prior to accepting any RtL associated with the operation of an Air System in their Area of Responsibility (AoR), the end-user ODH / AM(MF) should: a. Implement procedures to review the ASSC as part of the endorsement(s) required by the SRO during ASSC development. b. Assume ownership and management of the Live ASSC (In-Service) following a review of the ASSC. c. Ensure the ASMS has been updated to include ASSC management	No
1205[08](02)027	[08]	Authorized	AMC	Ownership of the Air System Safety Case - Roles and Responsibilities of the ASSC Owner – ODH / AM(MF)	27. Periodic Review. ►The◄ ODH / AM(MF) ►◄ should ►formally review their Live ASSC (Development / In-Service) as Chair of a pan-DLoD Air System Safety Working Group (ASSWG)[20], at least once every 12 months and as part of ODH / AM(MF) succession[21]. Through this review, the ODH / AM(MF) should scrutinise the validity of their Live ASSC (Development / In-Service) argument and supporting evidence to produce a Live ASSC Report and Safety Statement.◄ a. ►◄ b. ►◄ [20] ►◄ Or AM(MF) equivalent. [21] ►Where ASSWGs cannot be completed ahead of assumption of ODH / AM(MF) responsibilities, these should be completed as soon as reasonably practicable thereafter.◄	Yes

1205[08](02)028	[08]	Authorized	AMC	Ownership of the Air System Safety Case - ►Other occasions to◄ Review ►◄ an ASSC	28. In addition to the periodic review of the Live ASSC required at para ►27◄, there ►are likely to◄ be occasions when changes to either the Air System itself, the operating context for the Air System, or elements of the argumentation supporting the ASSC require a review of the ASSC to be initiated. The requirement to undertake a review of the ASSC should be determined by the appropriate ASSC owner, in consultation with the ODH / AM(MF), SRO and Type Airworthiness Authority (TAA) ►/Type Airworthiness Manager (TAM) or Commodity Chief Engineer (CE)[22]◄ as appropriate. Changes which should initiate a review of the ASSC include: a. A change in the operating context of the Air System. b. In-Service Design Changes►[23]◄. c. Changes arising from any DLoD requiring change to the Release To Service (RTS) ►or Military Permit to Fly (Development), (In-Service) or (Special Case Flying).◄ d. Changes leading to the issue of a new certificate of registration on the UK MAR. e. ►Permanent◄ transfer of the Air System to a different ►Aircraft◄ Operating Authority►24◄, or as part of ODH / AM(MF) succession. f. ►A◄ material change to the Safety argument. g. ►A◄ major change to Statement of Operating Intent and Usage. h. A significant Continuing Airworthiness concern. i. Post an accident, major incident or prior to return to flying. j. Recognition of a new condition of higher-technical merit and / or higherRisk activity. k. Adoption of a new Safety-enhancing technology and / or technique as good practice by the wider aviation industry. l. ►When considering◄ any change to the planned Out of Service Date of the Air System. [22] ►Commodity CE for changes that do not form part of the Type Airworthiness Safety Assessment (Report). [23] Primarily Major In-Service Design Changes iaw RA 5305 – In-Service Design Changes; and as defined in RA 5820 – Changes in Type Design (MRP 21 Subpart D).	Yes
1205[08](02)029	[08]	Authorized	AMC	Ownership of the Air System Safety Case - ASSC Ownership Transfer	29. Transfer of ASSC ownership should be captured during a formal pan-DLoD review to ensure continued validity of the ASSC argument and supporting evidence in relation to ►the◄ Air System's ►◄ context of use. The transferring owner should notify the MAA[25] of the ASSC transfer. [25] Email DSA-MAA-MRPEnquiries@mod.gov.uk.	No
1205[08](02)030	[08]	Authorized	GM	Ownership of the Air System Safety Case	30. Having a single owner of an ASSC does not limit an Air System type to have a single ASSC; a single In-Service Air System type may be operated by multiple Aircraft Operating Authorities with differing context of use, thus requiring each ODH / AM(MF) operating that type to own and manage a separate ASSC.	Guidance
1205[08](02)031	[08]	Authorized	GM	Ownership of the Air System Safety Case	31. The principle outlined in para ►30◄ will include those circumstances where an In-Service Air System is transferred to a CFAOS organization[26] for Maintenance Test Flying (MTF). The end-user ODH / AM(MF) will own and manage the ASSC (InService) aligned to the full context of in-service flying, whereas the AM(MF) for the CFAOS organization conducting the MTF will own and manage a separate Live ASSC for the specific context of the MTF conducted by that organization. Much of the argument and evidence supporting each ASSC will be common; indeed, the ASSC for the MTF activity may rely heavily on the end-user's Live ASSC (In-Service), but with a much narrower context and a focus on the conduct of the MTF activity. Similarly, the end-user's Live ASSC (In-Service) will include claims relating to the Maintenance activity being conducted by the MTF organization. In both cases, a clear articulation of the interface between the organizations, the evidence on which each ASSCs is dependent, and a robust line of communication to highlight any weaknesses will be a fundamental part of the argumentation within each ASSC. [26] That is an organization approved by the MAA to operate military-registered Air Systems; Refer to RA 2501 – Contractor Flying Approved Organization Scheme.	Guidance
1205[08](02)032	[08]	Authorized	GM	Ownership of the Air System Safety Case	32. Where an Air System is undergoing ►Development◄ flying as part of initial development or modification, the ODH / AM(MF) responsible for the ►Development◄ flying will be required to own and manage a separate Live ASSC (►Development◄) specific to the context of the ►Development◄ flying. The Live ASSC (►Development◄) will therefore exist in parallel to the Live ASSC (In-Service), with the latter being either owned and developed by the SRO or owned and managed by the end-user ODH / AM(MF). Whilst some elements of the Live ASSC (►Development◄) and the Live ASSC (In-Service) are likely to be common, the context for each will be different and the overall claim is likely to require a different argument strategy. For example, the argument strategy for the Live ASSC (In-Service) might include reliance on a fully-substantiated equipment Safety Assessment and RTS to support world-wide operations in poor weather with the Air System flown by any qualified front line crew, regardless of experience. Conversely, the context for the Live ASSC (►Development) may be focused on◄ testing and / or evaluating new capabilities; the argument strategy may therefore focus on the organizational aspects such as the specific competencies of trials personnel, the highly-controlled environment and the specific trials approval / Risk assessment processes in place.	Guidance
1205[08](02)033	[08]	Authorized	GM	Ownership of the Air System Safety Case	33. Amplifying guidance regarding the through life applicability of the ASSC, its influence on the development of a 'Safety capable' Air System, the lifespan of ASSC ownership and the changing roles and responsibilities for its management, can be found in the MASSC Chapter 4.	Guidance
1205[08](02)034	[08]	Authorized	GM	Ownership of the Air System Safety Case	34. The SRO or ODH / AM(MF) may consider the utility of appointing an ASSC manager to provide consistent oversight of the ASSC.	Guidance
1205[08](02)035	[08]	Authorized	GM	Ownership of the Air System Safety Case	35. An effective Safety Case regime recognizes that a system is unsafe until it is proven to be safe, and sets primacy in challenging all claims, arguments, evidence and evidence owners to enable the ASSC owner to state that all RtL are both ALARP and Tolerable.	Guidance
1205[08](03)	[08]	Authorized	Regulation	The Safety Statement	1205(3) ODH / AM(MF)s shall make a Safety Statement as a formal declaration that all RtL associated with an Air System are both ALARP and Tolerable within a clearly defined context.	No
1205[08](03)036	[08]	Authorized	AMC	The Safety Statement	36. ►The◄ ODH / AM(MF) should issue a Safety Statement that includes: a. A formal declaration that all current or foreseeable RtL are both ALARP and Tolerable within a clearly defined context. b. Supplementary information outlining areas of concern with the ASSC or management of RtL.	No
1205[08](03)037	[08]	Authorized	AMC	The Safety Statement	37. Additionally, ►the◄ ODH should note in their Safety Statement any RtL that has been escalated for higher-level ownership.	No

1205[08](03)038	[08]	Authorized	AMC	The Safety Statement	38. ►The◄ ODH / AM(MF) should review their Safety Statement: a. At least annually, following review of the ASSC. b. Prior to implementing a significant change to an Air System in any DLoD, including change in use or operating context. c. Following any other change that the ODH / AM(MF) judges to impact on the validity of the extant Safety Statement. d. As a formal element of ASSC ownership transfer.	No
1205[08](03)039	[08]	Authorized	AMC	The Safety Statement	39. ►The◄ ODH should present their Safety Statement to their Senior Duty Holder. ►The◄ AM(MF) should present their Safety Statement to ►their Sponsor.◄	No
1205[08](03)040	[08]	Authorized	GM	The Safety Statement	40. The Safety Statement is a formal, personal confirmation that the RtL for an Air System is both ALARP and Tolerable within a clearly defined context and is supported by an auditable record of key Air Safety related assumptions, decisions and arguments within the ASSC. The Safety Statement may also document a summary of the key issues arising from the ASSC, the understanding and management of which will have enabled the ODH / AM(MF) to sign the Safety Statement.	Guidance
1205[08](03)041	[08]	Authorized	GM	The Safety Statement	41. A suggested format for the Safety Statement is provided on the MAA websites.	Guidance
1205[08](04)	[08]	Authorized	Regulation	Responsibilities of Organizations Supporting the Air System Safety Case	1205(4) SROs and ODH / AM(MF)s shall ensure that heads of organizations[27] delivering elements of the ASSC, understand their roles and responsibilities in supporting the ASSC. [27] Refer to RA 1020 – Aviation Duty Holders and Aviation Duty Holder-Facing Organizations - Roles and Responsibilities.	Yes
1205[08](04)042	[08]	Authorized	AMC	Responsibilities of Organizations Supporting the Air System Safety Case	42. ►The◄ SRO and ODH / AM(MF) should ensure that heads of organizations supporting, or delivering elements of, the ASSC: a. Are responsible for the performance, Safety and integrity of those ASSC elements for which they are responsible and / or the services that they provide. b. Deliver those elements of an ASSC for which they are responsible. c. Inform the relevant SRO or ODH / AM(MF) of any deviations or deficiencies that might affect the associated ASSC.	Yes
1205[08](04)043	[08]	Authorized	GM	Responsibilities of Organizations Supporting the Air System Safety Case	43. Some of the pan-DLoD elements of an ASSC may be delivered by external organizations outside the direct control of the ASSC owner, such as Release To Service Authorities (RTSAs), Delivery Teams, infrastructure providers, airfield service providers etc. The onus is on the ASSC owner (SRO or ODH / AM(MF) as appropriate) to clearly articulate the responsibilities of such organizations, and the relevance of those responsibilities within the context of the ASSC, to the head of each organization and to ensure they are being delivered.	Guidance
1205[08](04)044	[08]	Authorized	GM	Responsibilities of Organizations Supporting the Air System Safety Case	44. With clearly articulated responsibilities, heads of organizations supporting the ASSC will understand the consequences of failing to deliver in respect of an ASSC. ►Activities to discharge relevant responsibilities will be managed day to day via the associated ASMS[28].◄ [28] ►RA 1200 (Air Safety Management) details ASMS requirements to manage hazards and communicate effective interfaces.◄	Guidance
1205[08](05)	[08]	Authorized	Regulation	Assurance, Endorsement and Scrutiny of the Air System Safety Case	1205(5) The ASSC shall be subject to independent ►Assurance prior to activation on the UK MAR and annual Assurance whilst active on the UK MAR.◄ Additionally, the ASSC shall be subject to endorsement and scrutiny at defined points of development.	No
1205[08](05)045	[08]	Authorized	AMC	Assurance, Endorsement and Scrutiny of the Air System Safety Case - Assurance	45. ►The◄ SRO should obtain independent Assurance of ►: a. Their ASSC Strategy as part of the OBC IAC submission. b. Their ASSC Acquisition Basis as part of the FBC IAC submission. c. The ASSC (In-Service) immediately prior to entry into service and transfer of responsibility for the ASSC to the ODH / AM(MF). ◄	No
1205[08](05)046	[08]	Authorized	AMC	Assurance, Endorsement and Scrutiny of the Air System Safety Case - Assurance	46. ►The◄ ODH / AM(MF) should ►conduct◄ annual ►◄ Assurance of their Live ASSC ►(Development) and / or (In-Service) by verifying the effectiveness of their (and any interfacing) ASMS in substantiating the ASSC claim(s), validated via the ASSWG[20].◄	No
1205[08](05)047	[08]	Authorized	AMC	Assurance, Endorsement and Scrutiny of the Air System Safety Case - Endorsement and MAA Scrutiny	47. For Air Systems subject to MOD ►IAC◄ approval, the ASSCs should be endorsed by the end-user and scrutinised by the MAA at the following points: a. ►Outline Business Case.◄ As part of the ►OBC◄ submission, the SRO should prepare an ASSC Strategy Report capturing the ASSC Strategy. ►This◄ Report should be endorsed by the end-user ODH / AM(MF)[17] and copied to the MAA[25] for provision of their scrutiny statement. b. ►Full Business Case.◄ As part of the ►FBC◄ submission, the SRO should prepare an ASSC Acquisition Basis Report. ►This◄ Report should be endorsed by the end-user ODH / AM(MF)[17] and copied to the MAA[25] for provision of their scrutiny statement. c. ►Application for Approval in Principle. The SRO or Sponsor should submit the associated ASSC-R when applying to register an Air System on to the UK MAR[9] as part of the Application for Approval in Principle (AAIP).◄ d. Activation on the UK MAR. The SRO should submit the Live ASSC Report (►Development / In-Service◄) to the MAA for review prior to activation on the UK MAR as either a Development or In-Service Air System.	No
1205[08](05)048	[08]	Authorized	AMC	Assurance, Endorsement and Scrutiny of the Air System Safety Case - Endorsement and MAA Scrutiny	48. For ►civilian◄ initiated procurement of ►a Civilian-Owned Air System which is not subject to MOD IAC◄ approval, the following ASSC endorsement schedule should be used: a. The company should submit the ► ASSC-R (Development / InService)◄ to the MAA[25] for review ►when applying to register an Air System on to the UK MAR[9] as part of the◄ Application for Approval in Principle (AAIP) ►◄. b. ►◄ c. The AM(MF) should submit the Live ►ASSC-R (Development / InService)◄ to the MAA[25] for review prior to activation on the UK MAR (on which issue of Certificate of Usage would be contingent).	No
1205[08](05)049	[08]	Authorized	GM	Assurance, Endorsement and Scrutiny of the Air System Safety Case	49. Those responsible for the development and management of the ASSC may determine the most appropriate means of independent Assurance of the ASSC ►◄ by ►considering◄ factors such as the stage of ASSC development and the overall context / complexity of the ASSC. Options ►◄ include ►(but are not limited to)◄ a suitable Independent Safety Auditor, RTSA, ►Sponsor,◄ Safety Centre, or the Air Safety Team or Safety Case Manager from another Group or Service, providing that the individual or organization is ►demonstrably SQEP and is◄ not unduly influenced by commercial, peer or rank / status pressures.	Guidance

1205[08](05)050	[08]	Authorized	GM	Assurance, Endorsement and Scrutiny of the Air System Safety Case	50. ►Following initial independent Assurance of the ASSC (as detailed at para 45.c), ongoing annual Assurance will be conducted by the ODH / AM(MF), primarily via the ASSWG. It will confirm that the management of the ASSC (via the ASMS) is appropriate for the Air System and its operating context. It must affirm (and reaffirm annually / at least once every 12 months) that: a. The claims are correct, b. The arguments and evidence effectively substantiate the claims being made, and c. The ownership of the ASSC is effectively understood across the AoR and supports Air Safety decision making.	Guidance
1205[08](05)051	[08]	Authorized	GM	Assurance, Endorsement and Scrutiny of the Air System Safety Case	51. Evidence is the tangible output of an ASMS and is, therefore, subject to 1st / 2nd / 3rd Party Assurance under the compliance monitoring function of the ASMS. Day-today management of issues which could impact ASSC validity will be via the ASMS of relevant organization(s), including: a. The identification of new and evolving hazards, b. The setting and monitoring of appropriate objectives, c. Effective communication across interfaces in a timely manner, and d. Correctly scoped Safety Assurance.	Guidance
1205[08](05)052	[08]	Authorized	GM	Assurance, Endorsement and Scrutiny of the Air System Safety Case	52. If the context of the ASSC changes then it is highly likely the argument(s) will be affected and generate a revised 'demand signal' for evidence; thus, a review and update of any associated ASMS(s) will be required. The ODH / AM(MF) must strongly consider further independent Assurance at this point, to re-establish their confidence in the ASSC and reset the basis of their ongoing annual Assurance. Additional guidance material can be found in the MASSC and the Manual of Air Safety.◄	Guidance
1207[01]	[01]	Authorized	RA	1207 - RA (Initial Issue) - Air Safety Data Management and Exploitation	Demonstrating that an Air System[1] is safe to operate and being operated safely, chiefly through the Air System Safety Case[2] (ASSC), relies upon the effective management of Air Safety[1] data as part of an Air Safety Management System[3] (ASMS). Without a coherent approach to the management and exploitation of this data to routinely validate the continued veracity of ASSC claims, sustaining and delivering improvements in Air Safety may not be achieved and safety may be compromised with an associated increase in Risk to Life[1] and loss of capability. This RA requires ASMS owners to introduce and maintain a coherent approach to the management of Air Safety Data for each Air System, including collection, exploitation, assurance and configuration management. [1] Refer to MAA02 - MAA Master Glossary. [2] Refer to RA 1205 - Air System Safety Cases. [3] Refer to RA 1200 - Air Safety Management.	Yes
1207[01](01)	[01]	Authorized	Regulation	1207(1) - Regulation - Air Safety Data Exploitation Strategy	Operating Duty Holders (ODH) / Accountable Managers (Military Flying) (AM(MF)) shall ensure an Air Safety Data Exploitation Strategy is developed and implemented for each Air System type within their Area of Responsibility (AoR).	No
1207[01](01)001	[01]	Authorized	AMC	1207(1).1 - AMC - Air Safety Data Exploitation Strategy	The Strategy should detail how defined Air Safety data is collected, analyzed, validated and exploited in support of continually assuring the validity of associated ASSC claims and arguments.	No
1207[01](01)002	[01]	Authorized	AMC	1207(1).2 - AMC - Air Safety Data Exploitation Strategy	The Strategy should embed Air Safety Data Exploitation as an essential element of ODH / AM(MF) and subordinate ASMSs, requiring that responsibilities for data collection, analysis and validation are clearly defined in appropriate documentation[4]. [4] Paragraph 13 provides some examples of possible appropriate documentation.	No
1207[01](01)003	[01]	Authorized	AMC	1207(1).3 - AMC - Air Safety Data Exploitation Strategy	The Strategy should apply the requisite principles of Data Governance for managing data as defined in JSP 441[5], ensuring that quality management arrangements are included within assurance processes. [5] Refer to JSP 441 – Information, Knowledge, Digital and Data in Defence. External organizations without direct access are to follow the UK's Data Protection Legislation and relevant contractual conditions.	No
1207[01](01)004	[01]	Authorized	AMC	1207(1).4 - AMC - Air Safety Data Exploitation Strategy	The Strategy should require that appropriate contractual agreements are in place to secure access to the necessary data and services from industry and external organizations to enable delivery of the Strategy's intent.	No
1207[01](01)005	[01]	Authorized	GM	1207(1).5 - GM - Air Safety Data Exploitation Strategy	The following is a pertinent description encapsulating the intent of this regulation[6]: "Data is simply raw facts and figures, alone it tells you nothing. The goal of any organization is to turn data into trustworthy information. Data becomes information when it is presented in a context so that it can answer a question or support decision-making and it is when this information can be combined with a manager's knowledge that stronger decisions can be made." [6] Extracted from 2020 edition of JSP 441: Data management.	Guidance
1207[01](01)006	[01]	Authorized	GM	1207(1).6 - GM - ODH / AM(MF) Air Safety Data Exploitation Strategies	The purpose of the Air Safety Data Exploitation Strategy is to provide specific aims and objectives for Air Safety Data Exploitation. It will describe the type of Air Safety data to be assembled and managed to meet these aims and objectives, identify the roles responsible within the appropriate subordinate supporting organizations, and outline the assurance processes employed to assess compliance with the Strategy. It will contribute to the establishment and sustainment of an organizational culture that recognizes the value of effectively exploiting Air Safety Data as part of an ASMS in support of the ASSC.	Guidance

1207[01](01)007	[01]	Authorized	GM	1207(1).7 - GM - Air Safety Data Exploitation Strategy Contents	A Strategy will, as a minimum, cover the following topics: a. Objectives. Set out the Air Safety Data Exploitation objectives and the activities needed to support them. The full range of personnel across the AoR who contribute to Air Safety are to be considered when developing data requirements, including operations, maintenance, battlespace management and support staff, to ensure that all facets of the ASSC are adequately addressed. In addition to direct support of an ASSC as part of an ASMS, exploitation objectives could also include wider aspects such as increasing operational effectiveness or efficiency. The Manual of Air System Safety Cases (MASSC)[7] provides some examples of data exploited in support of ASSC claims. b. ASMS Integration. The Strategy in addressing the full ASSC will span multiple organizations and their ASMSs. Therefore, the Strategy will require that interfaces between the systems and organizations involved in delivery are adequately considered, including industry, Defence Equipment and Support (DE&S) and other Aviation Duty Holder (ADH)-Facing organizations. Formal commercial arrangements may be necessary to secure access to required technical detail or specialist services. c. Assurance. Ensure that appropriate requirements are met for effective data management, including data quality, integrity and availability, such that confidence in the data can be assured[8]. d. Roles and Responsibilities. Identify the required roles in the relevant procedures to ensure accountability and clear boundaries of responsibility for Air Safety Data management and exploitation, including: (1) Ownership. (2) Collection. (3) Analysis. (4) Validation. (5) Exploitation. (6) Assurance. (7) Configuration management and retention. Examples of individuals and organizations involved in exploiting Air Safety Data are shown at Annex A which outlines the broad categories of data and potential uses. [7] The MASSC supports RA 1205 – Air System Safety Cases. [8] JSP 441 contains comprehensive guidance on managing and exploiting data.	Guidance
1207[01](01)008	[01]	Authorized	GM	1207(1).8 - GM - Air Safety Data Exploitation Strategy Contents	It is not the intent of the Strategy to require unnecessary replication of existing MRP requirements, but to ensure signposts are in place to highlight the relevant dependencies[9]. [9] For instance; RA 1223 - Airworthiness Information Management, RA 1410 - Occurrence Reporting and Management, RA 2401 - Documents and Records, RA 4814 - Occurrence Reporting (MRP 145.A.60), RA 4961(3): Reliability Programme, and RA 5726 - Integrity Management; all relate in some degree to data management and exploitation.	Guidance
1207[01](01)009	[01]	Authorized	GM	1207(1).9 - GM - Multiple Air Systems and Operators	Where one type of UK military registered Air System is operated by more than one ODH / AM(MF), the ODHs / AM(MF)s concerned will need to agree and document arrangements for their roles in defining and implementing coherency in the Strategies, with appropriate links to their respective ASMS. Similarly, where ODHs / AM(MF)s are using Types operated by other civil or international users, they are to endeavour to participate in shared Air Safety Data Exploitation activities as far as practicable to facilitate enterprise reporting and provide a baseline for common interpretation.	Guidance
1207[01](02)	[01]	Authorized	Regulation	1207(2) - Regulation - Air Safety Data Exploitation Procedures	ASMS owners[10] shall develop, publish and implement Air Safety Data Exploitation procedures that support the requirements of the Air System Data Exploitation Strategies within their AoR. [10] An ODH's / AM(MF)'s ASMS will include numerous interfacing and interconnected ASMSs from subordinate and supporting organizations; all ASMS owners are required to support data exploitation.	Yes
1207[01](02)010	[01]	Authorized	AMC	1207(2).10 - AMC - Air Safety Data Exploitation Procedures	ASMS owners should: a. Critically review relevant Air Safety Data Exploitation Strategies to identify their requirements[11] for data to be collected, analyzed, validated and exploited. b. Develop Data Exploitation procedures that define the roles, responsibilities and activities for data management. c. Ensure that assurance of compliance with Exploitation Procedures is included within their Management System[12]. d. Ensure that Exploitation Procedures are routinely reviewed as part of their Continuous Improvement process. e. Ensure compliance with Data Governance requirements in JSP 441, and any relevant security requirements from JSP 440[13]. [11] ASMS owners may also identify their own requirements for data exploitation to support local conditions. [12] The term 'Management System' is used to recognize that safety, quality, business and environmental etc are all valid Management Systems that may be in use. [13] Refer to JSP 440 - Defence Manual of Security, Resilience and Business Continuity. Organizations external to the MOD will need to comply with current legislation and relevant contractual conditions.	Yes
1207[01](02)011	[01]	Authorized	GM	1207(2).11 - GM - Air Safety Data Exploitation Procedures	The required roles and responsibilities for data management and exploitation are listed in para 7.	Guidance
1207[01](02)012	[01]	Authorized	GM	1207(2).12 - GM - Air Safety Data Exploitation Procedures	Data collection and reporting may be through manual arrangements such as paper returns and manual updating of computer systems or through automated systems.	Guidance

1207[01](02)013	[01]	Authorized	GM	1207(2).13 - GM - Air Safety Data Exploitation Procedures	There is no specific requirement to record Data Exploitation procedures in a separate document, but they need to be clearly identifiable and auditable within the ASMS. For instance, appropriate requirements could be included within the Airworthiness Strategy[14] for the Type Airworthiness Authority (TAA) and / or Type Airworthiness Manager (TAM)[15], the Exposition[16] for Approved Organizations, Air Engineering Standing Orders[17] for a Military Maintenance Organization, or the Air Safety Management Plan[18] for an ADH. [14] Refer to RA 1220(1): Airworthiness Strategy. [15] Refer to RA 1162 - Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems. Dependant on the agreed split of Type Airworthiness (Taw) responsibilities, TAM may be read in place of TAA as appropriate throughout this RA. [16] Refer to RA 4943 – Continuing Airworthiness Management Exposition (MRP Part M Sub Part G); RA 4816 - Maintenance Organization Exposition (MRP 145.A.70); RA 2501(3): Contractor Flying Organization Exposition; RA 5850(4): Design Organization Exposition; RA 3100(3): Air Traffic Management Equipment Organization Exposition. [17] Refer to RA 4009 – Aviation Engineering Orders and Procedures. [18] Refer to the Manual of Air Safety.	Guidance
1207[01](02)014	[01]	Authorized	GM	1207(2).14 - GM - Air Safety Data Exploitation Procedures	Data Governance requirements include the span of activities including data quality, integrity, availability and disposal. Therefore, the procedures need to include arrangements for both internal management and maintenance of data integrity across organization / system boundaries, as well as aspects such as legal requirements regarding data disposal. RA 1225[19] relates to documentation which includes data, so its intent is to be followed in terms of retaining appropriate Airworthiness data for the mandated period. [19] Refer to RA 1225 - Air Safety Documentation Audit Trail.	Guidance
1208[02]	[02]	Authorized	RA	1208 - RA (Initial Issue) - Flight Data Monitoring	Flight data obtained from onboard flight recorders provides a valuable source of information which can be used to provide Assurance that an Air System►◄ is being operated safely. Without a coherent approach to the management and exploitation of this data within a Flight Data Monitoring Programme (FDMP), assuring Air Safety►◄and delivering improvements will be less effective and ►operating◄ Safety may be compromised with the associated increase in Risk to Life. This Regulation requires Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) to introduce and maintain an FDMP which is integrated with their Air Safety Management System (ASMS) for the exploitation of flight data from capable Air Systems.	Yes
1208[01](02)	[02]	Authorized	Regulation	1208(1) - Regulation - The Flight Data Monitoring Programme	Operating Duty Holders (ODH) and Accountable Managers (Military Flying) (AM(MF)) shall implement an FDMP for all Air Systems fitted with an FDR.	Yes
1208[01](02)004	[02]	Authorized	AMC	1208(1).4 - AMC - The Flight Data Monitoring Programme	►◄	No
1208[02](01)005	[02]	Authorized	AMC	1208(1).5 - AMC - The Flight Data Monitoring Programme	5. ADH / AM(MF) should specify the objectives required from the FDMP and the intended ►Air Safety benefits and◄ outcomes. When an ODH / AM(MF) is temporarily allotted an Air System for a specific purpose, they should support the owning ODH's FDMP	No
1208[02](01)006	[02]	Authorized	AMC	1208(1).6 - AMC - The Flight Data Monitoring Programme	6. ►When no FDR is fitted, the ODH / AM(MF) should include an argument within the ASSC either justifying non-fitment or referencing a Modification plan.	No
1208[02](01)007	[02]	Authorized	AMC	1208(1).7 - AMC - The Flight Data Monitoring Programme	7. When an FDR is fitted but there is not currently a workable method to download or exploit the flight data, the ODH / AM(MF) should include an argument within the ASSC either justifying why implementation of the capability is not reasonable, or referencing a Modification plan.◄	No
1208[02](01)008	[02]	Authorized	AMC	1208(1).8 - AMC - Airborne Recording Systems	8. If the Air System monitored by an FDMP has a single recording device that is shared with the accident investigation download, consideration should be given to fitting a separate data recorder to remove the risk of compromising accident investigation capability[11]. [11] Consideration of any modification requirement is expected to include a cost / benefit analysis; paragraph 17 provides more detail of system requirements.	No
1208[02](01)009	[02]	Authorized	AMC	1208(1).9 - AMC - Airborne Recording Systems	9. ►In addition to Air System Modification requirements, ODH / AM(MF) planning for implementation of an FDM capability should include development of the required off-board processing, analysis and exploitation capability.◄	No
1208[02](01)010	[02]	Authorized	AMC	1208(1).10 - AMC - Airborne Recording Systems	10. ODH / AM(MF), supported by the Type Airworthiness Authority[12] (TAA), should ensure that the necessary usage rights and technical detail of the recorded data are available to permit its exploitation. [12] In some cases a Type Airworthiness Manager (TAM) may also be involved. Refer to RA 1162 - Air Safety Governance Arrangements for Civilian Operated Air Systems.	No
1208[02](01)011	[02]	Authorized	AMC	1208(1).11- AMC - Process Control Tools and Procedures	11. The FDMP should have effective means of tracking the data downloaded from the Air System to detect data losses and delays in transmission.	No
1208[02](01)012	[02]	Authorized	AMC	1208(1).12 - AMC - Process Control Tools and Procedures	Failures in sensors and onboard recording equipment detected by the FDMP should be reported via established defect reporting channels for resolution.	No
1208[02](01)013	[02]	Authorized	AMC	1208(1).13 - AMC - Process Control Tools and Procedures	The FDMP should employ software tools with the capabilities to: a. Convert the downloaded binary data into usable engineering units. b. Automatically analyze the data to generate "measurements" and "events". c. Generate various forms of visualisation of the data for interactive analysis. d. Integrate flight data with external data sources.	No

1208[02](01)014	[02]	Authorized	AMC	1208(1).14- AMC - Process Control Tools and Procedures	The FDMP should employ effective methods and techniques to assess the quality of the data and derived information and take corrective actions as required.	No
1208[02](01)015	[02]	Authorized	AMC	1208(1).15 - AMC - Process Control Tools and Procedures	The information exchanged with the crew members during the investigation of flights should be stored in a system that enables efficient retrospective analysis.	No
1208[02](01)016	[02]	Authorized	AMC	1208(1).16 - AMC - Communication	The FDMP should establish an effective communications plan, tailored to the type of information being delivered and the target audience.	No
1208[02](01)017	[02]	Authorized	AMC	1208(1).17 - AMC - Communication	Where appropriate, lessons learned should be shared with the wider Regulated Community[1]. [1] Refer to MAA02 – MAA Master Glossary.	No
1208[02](01)018	[02]	Authorized	AMC	1208(1).18 - AMC - FDM Documentation	All the manuals and documentation necessary for the correct interpretation of the data and configuration of the analysis software should be readily available.	No
1208[02](01)019	[02]	Authorized	AMC	1208(1).19 - AMC - FDM Documentation	ADH / AM(MF) should develop procedures to ensure effective operation of the FDMP and document them in n ►appropriate◄ orders; the following should be included as a minimum: a. Data Recovery Targets: Minimum targets for the percentage of data recovery and the download frequency. b. Data Management and Security: Data access and security policies which should be compliant with UK data protection law and UK military data management requirements, defining as a minimum: (1) The retention period for data and derived information. (2) Levels of access to authorized personnel. (3) The process to establish contact with crew members. (4) The process and conditions for withdrawing confidentiality. c. Roles and Responsibilities: Define the various roles, responsibilities and authorization requirements for downloading, processing, transferring, storing, analyzing and assuring the data, and responsibilities for ensuring effective integration with the ASMS.	No
1208[02](01)020	[02]	Authorized	GM	1208(1).20 - GM - ►Development Flying Activity	Due to the nature of the flying activities, there is no requirement to implement an FDMP for Air Systems being operated within the Military Operated (Development) or Civilian Operated (Development) Defence Air Environment (DAE) Operating Categories. Similarly, there is no FDMP requirement for those undertaking Development activity within the Special Case Flying DAE Operating Category. However, this does not preclude the ODH / AM(MF) choosing to do so where they see benefit in such a programme.◄	Guidance
1208[02](01)021	[02]	Authorized	GM	1208(1).21 - GM - Airborne Recording Systems	It is possible to use data downloaded from the crash protected FDR to support the FDMP. However, repeated use of the FDR may cause a degradation of its serviceability which means the FDR might not be available in case of an accident. Modern FDRs store data in solid state memory units and are very resilient but the installation of onboard Quick Access Recorders (QAR) or equivalent technology is recommended for FDM purposes; these devices connect to the same data acquisition unit as the FDR[13]. A QAR will also generally have a longer record time which would allow greater flexibility of data download frequency before FDR data is overwritten, so the required cost / benefit analysis will need to consider such broader issues[14]. [13] CAA CAP 739 describes FDM systems in more detail. [14] ODH / AM(MF) need to ensure that the TAA's Air System Support Policy Statement (SPS) includes adequate requirements for the management of recorded data to support the FDMP. Refer to RA 1220(5): Support Policy Statement.	Guidance
1208[02](01)022	[02]	Authorized	GM	1208(1).22 - GM - Airborne Recording Systems	The suitability of a data recording system for FDM purposes is primarily dependent on two aspects: a. The quality and quantity of recorder flight parameters. B. The practicality of the process of extracting data from the Air System.	Guidance
1208[02](01)023	[02]	Authorized	GM	1208(1).23 - GM - Airborne Recording Systems	There will be a link between the objectives desired from an FDMP and the parameters available for recording since what is not recorded cannot be monitored. Therefore, any modification action to enhance the list of recorded parameters will require appropriate cost / benefit assessment.. ►Whilst it is the existence (or not) of an FDR that drives the context for an appropriate FDMP argument within the ASSC, an ODH / AM(MF) may choose to argue for implementing an acceptable FDMP that delivers the Regulatory intent using alternate data sources if no FDR exists and the required cost versus benefit Safety argument can be made.◄	Guidance
1208[02](01)024	[02]	Authorized	GM	1208(1).24 - GM - Airborne Recording Systems	The detailed format of the FDR binary data stream is required to enable its processing and exploitation. This 'Data Frame Layout' is an important document which contains the necessary information to convert the binary data downloaded from the Aircraft into engineering units which is required for the proper configuration of the FDM software. This information is generally the same as that used in the processing of the annual FDR downloads which is an Air Navigation Order (ANO) requirement[16]. It is also necessary to ensure that there are no Intellectual Property Rights issues with the recorder manufacturer which would prevent data exploitation within the FDMP. [16] There is an ANO requirement for all Aircraft to maintain a reference sample from their FDR to support potential accident investigations; whilst this requirement is not directly applicable to military Air Systems, it is to be included in the SPS.	Guidance

1208[02](01)025	[02]	Authorized	GM	1208(1).25 - GM - Process Control Tools and Procedures	In order to meet the desired objectives set for the FDMP, the software needs to be configured to capture the relevant events and / or measurements. All FDM software tools can be configured to raise “events” for conditions where parameters exceed certain threshold limits in a given flight. For example, a “Velocity, Maximum Operating (VMO) Exceeded” event can be raised whenever the Indicated Airspeed (IAS) parameter exceeds the VMO envelope[17]. In addition to “events”, FDM software tools can be configured to generate “measurements” for every flight, such as “Maximum IAS”. Events are only created for flights which exceed pre-determined thresholds while measurements can be created for all flights whether or not events have also been detected. [17] European Aviation Safety Agency regulations ORO.AOC.130 (fixed wing) and SPA.HOFO.145 (rotary wing) contain examples of potential FDM events.	Guidance
1208[02](01)026	[02]	Authorized	GM	1208(1).26 - GM - Process Control Tools and Procedures	Events[18] are useful means of prioritizing attention to specific flights where unusual situations have occurred, while measurements provide a more complete representation of the entire operational envelope. Not every flight will have events, therefore events are exceptional and represent only the “tip of the iceberg”. Measurements on the other hand are abundant not only because they will exist for every flight but also because it is common to have hundreds of different measurements generated for each flight. [18] Development of the correct events to monitor safety and Airworthiness issues is key to FDMP effectiveness; TAA input will be required.	Guidance
1208[02](01)027	[02]	Authorized	GM	1208(1).27 - GM - Process Control Tools and Procedures	Flight data records what happened on a given flight but not why it happened. To understand causal factors, it is often necessary to augment the recorded flight data with external data such as flight logs, flight plans, Electronic Flight Bag (EFB)[19] data and weather data. This level of integration invariably requires IT development efforts to facilitate communication between systems in an automated manner. Flight manuals, operations manuals, maintenance manuals, approach charts, aerodrome charts, terrain maps, etc are also normally necessary to contextualize and interpret the flight data and derived information. [19] EASA AMC 20-25 provides further detail on EFB requirements.	Guidance
1208[02](01)028	[02]	Authorized	GM	1208(1).28 - GM - Process Control Tools and Procedures	It is essential that data quality is routinely checked for accuracy and completeness so suitable arrangements are to be included as part of local management systems.	Guidance
1208[02](01)029	[02]	Authorized	GM	1208(1).29 - GM - Process Control Tools and Procedures	29. A system is required to manage ►Aircrew◄ contacts so that it can be carefully monitored and linked with the related flight data. This capture of ►Aircrew◄perspectives regarding the events and their insights about related Safety issues will enable a richer source of information and identify potential trends etc.	Guidance
1208[02](01)030	[02]	Authorized	GM	1208(1).26 - GM - Communication	Analysis of the flight data can identify a range of finding categories[20] which will necessitate different communication approaches, so the required communication channels and procedures need to be pre-established to ensure they work effectively and efficiently; this is particularly important in the cases when error management and data protection principles need to be observed. Adequate management of the communication between the FDMP and other stakeholders is fundamental to promote and maintain the reputation and trust in the programme; MAS chapter 3 provides further guidance on managing the required Air Safety culture. [20] Categories range from individual Airworthiness events or isolated handling anomalies, through to events which may affect most or all crews due to systemic operating issues.	Guidance
1208[02](01)031	[02]	Authorized	GM	1208(1).31 - GM - FDM Documentation	FDM orders need to be produced to address the following aspects as a minimum: a. Data Recovery Targets: The data recovery target is normally expressed as the percentage of flights captured in the FDM programme versus the total amount of flights flown by the Air System. It will be set to a value that enables capturing a statistically representative sample of the operation. For high-volume operations where flights tend to occur over the same standard routes (such as the case of standard air transport routes) a relatively low data capture rate is sufficient. Operations where each flight is unique and exposed to novel threats require a higher data capture rate. b. Download Frequency: The download frequency needs to be high enough to facilitate the recall of the flight by ►Aircrew◄ members in case of ►an Aircrew◄ contact and to improve the response time for Airworthiness events detected in the data (which may have not been reported by other means). There is a link between download frequency, data recovery targets, recorder capacity and operating necessity so careful consideration is required. c. Data Management and Security: There are detailed requirements specified for generic data governance as well as specific General Data Protection Regulation (GDPR) legislation on protecting personal data, all of which must be considered. There are also security requirements for handling classified or sensitive data which need to be considered, particularly in operational scenarios. MAA Regulatory Publication (MRP) requirements for retaining significant Air Safety related documents also apply. The governance and retention rules need to be adapted to the characteristics of the various types of data used and created by the FDMP. d. Roles and Responsibilities: These will detail both specific FDM roles and how effective integration is achieved with the ASMS, including recommended training requirements. ►The additional sources of guidance at Para 33 provide◄ explanation of potential roles including ►Aircrew◄ liaison and technical / operating data interpreters.	Guidance
1208[02](01)032	[02]	Authorized	GM	1208(1).32 - GM - Implementation	Developing an effective FDMP requires consideration of a broad range of technical and procedural issues relating to both the Air System and off-platform infrastructure. Given the similar nature of FDMP requirements across the Defence Air Environment, it is likely that there will be synergies and economies of scale to be realised by sharing resources.	Guidance
1208[02](01)033	[02]	Authorized	GM	1208(1).33 - GM - ► Further Sources of FDM Guidance	33. Further guidance on implementing an FDM programme is available at the following sources: a. EASA: GM1, GM2 and GM3 to ORO.AOC.130 b. UK CAA: CAP 739 c. Australian Civil Aviation Safety Authority: Advisory Circular 119-04◄	Guidance
1208[02](02)	[02]	Authorized	Regulation	1208(2) - Regulation - Flight Data Monitoring Effectiveness	ODH / AM(MF) shall ensure that the FDMP exploits available data to enhance operating effectiveness by providing actionable safety intelligence that supports the ASMS, and ultimately the ASSC.	Yes

1208[02](02)034	[02]	Authorized	AMC	1208(2).34 - AMC - Integration with the ASMS	ADH / AM(MF) should ensure that the FDMP is integrated with their ASMS to support the following areas: a. Hazard Identification. b. Risk Assessment. c. Safety Assurance. d. Proactive management of change.	No
1208[02](02)035	[02]	Authorized	AMC	1208(2).35 - AMC - Integration with the ASMS	ODH / AM(MF) should be responsible for the effectiveness of the FDMP in meeting the specified objectives.	No
1208[02](02)036	[02]	Authorized	AMC	1208(2).36 - AMC - Continuous Improvement	ODH / AM(MF) should ensure that the FDMP continuously improves its capacity to generate data and actionable safety intelligence to further enhance the ASMS.	No
1208[02](02)037	[02]	Authorized	AMC	1208(2).37 - AMC - Assurance	ODH / AM(MF) should implement an assurance framework for FDM to monitor FDMP effectiveness.	No
1208[02](02)038	[02]	Authorized	GM	1208(2).38 - GM - Integration with the ASMS	An FDMP can be an important element of the data exploitation strategy[26] of an ODH / AM(MF) since flight data can be used for multiple purposes[27]. However, for the purposes of this Regulatory Article the focus is on integration with the ASMS and ultimately with supporting the ASSC. [26] Refer to RA 1207 – Air Safety Data Exploitation. [27] A FDMP can be used to enhance maintenance and operating efficiency by identifying trends which fall below standard thresholds, but that can require more complex and sophisticated exploitation which will be developed in the future as knowledge and experience mature.	Guidance
1208[02](02)039	[02]	Authorized	GM	1208(2).39 - GM - Integration with the ASMS	An FDMP can be seen as one of the various sources of data and information feeding the ASMS to support the elements detailed below. The categories of FDM findings which may undermine Safety claims and require corrective action were discussed in paragraph ►30◄. a. Hazard Identification: In contrast with Occurrence Reports submitted by ►Aircrew,◄ flight data is not biased by the perception of the reporter nor the reporting culture of the organization. Flight data therefore offers a potential to identify Safety Hazards that is not possible with other data sources but the FDMP is not intended nor designed to manage the Hazards that it identifies. Instead, such Hazards will be identified in the pre-set 'events' and communicated to the parent ASMS to be appropriately managed; figure 1 below provides a schematic representation of the process. b. Risk Assessment: whether a Safety Hazard has been identified by the FDMP or not, in many cases the FDMP can provide useful data to quantify its frequency and severity in support of Safety Risk Assessments conducted at the ASMS level. c. Safety Assurance: The FDMP can provide data to assess the effectiveness of safety barriers and operational performance over time, in the form of Safety Performance Indicators (SPI). Those SPIs can apply to barriers that already exist or to new barriers just created in response to threats identified by the FDMP or the ASMS. In this context, the FDMP can be a useful tool to support the claims of the ASSC, such as effectiveness of training and ►Aircrew◄ Competence, compliance with SOP and operating within RTS limits. d. Proactive Management of Change: Whenever Safety critical processes and procedures change29, that change needs to be managed from a Safety perspective. An important part of that management involves establishing a baseline of the Safety performance of the process being changed (via dedicated SPIs). The continuous monitoring of the SPIs before and after the change will enable an operator to assess the impact of the change on the Safety performance of the process. The FDMP can play a role in management of change similar to that in Safety Assurance.	Guidance
1208[02](02)040	[02]	Authorized	GM	1208(2).40 - GM - Integration with the ASMS	Clear lines of accountability and responsibility are essential for effectively managing the FDMP and its integration with the ASMS.	Guidance
1208[02](02)041	[02]	Authorized	GM	1208(2).41 - GM - Continuous Improvement	The implementation of an FDMP can be progressive, focusing first on basic functionality such as detection of Airworthiness events and compliance with some SOPs. This will be enough to quickly identify any issues and generate simple but useful deliverables for the ASMS to develop the credibility of FDM as a powerful tool for safety management. However, once such 'low hanging fruit' has been addressed, the lack of identified issues can present the illusion of 'safety' but an FDMP can only answer the questions it has been programmed to 'ask'. This apparent lack of useful outputs from the FDMP can be seen as a form of stagnation and is one of the reasons why Continuous Improvement (CI) activity is so critical. When applied to FDM, CI needs to focus on three main areas to ensure that the FDMP continues to generate actionable safety intelligence: a. Process Optimisation: Tasks which are very time-consuming and laborious need to be enhanced or automated to free time that can be invested elsewhere. b. FDM Software configuration: Update the questions being asked to match the existing and evolving safety risks of the organization. c. Staff skills: The skills of the staff need to evolve to match the maturity of the programme and the more sophisticated questions needing to be asked.	Guidance
1208[02](02)042	[02]	Authorized	GM	1208(2).42 - GM - Continuous Improvement	Therefore, a robust evaluation framework needs to be implemented to regularly assess the ongoing effectiveness of the FDMP and prompt corrective action as necessary.	Guidance
1208[02](02)043	[02]	Authorized	GM	1208(2).43 - GM - Assurance	An example describing a possible FDMP assurance framework is within Annex A.	Guidance
1208[02](02)044	[02]	Authorized	GM	1208(2).44 - GM - Assurance	The schematic in figure 1 above illustrates how the hazards identified by the ADH / AM(MF) and added to the FDM software as events are exploited within the ASMS to ensure risks are actively managed; the assurance process will assure the effectiveness of this system.	Guidance

1210[07]	[07]	Authorized	RA Rationale	Ownership and Management of Operating Risk (Risk to Life)	Aviation Duty Holders (ADHs) and Accountable Managers (Military Flying) (AM(MF)s) have a personal Duty of Care for parties affected by their operations. Failure to ensure a suitable and sufficient Risk Assessment is conducted and the findings acted upon accordingly, will potentially expose individuals to Risks that are neither As Low As Reasonably Practicable (ALARP) nor Tolerable. This RA supports ADHs / AM(MF)s in the ownership and management of Risks to Life (RtL) and to ensure such Risks are ALARP and Tolerable.	No
1210[07](01)	[07]	Authorized	Regulation	Risk Ownership	1210(1) As the Risk owners, ADHs / AM(MF)s shall always remain accountable for operating RtL[1] within their Area of Responsibility (AoR). [1] The MAA02: Military Aviation Authority Master Glossary provides definitions for RtL, Hazard and Risk which are to be used in conjunction with this RA.	No
1210[07](01)001	[07]	Authorized	AMC	Risk Ownership - ADH Risk Ownership	1. ADHs should use the Defence Aviation Hazard Risk Matrix (HRM) and clearly document their Risk ownership, (detailed at Annex A), and referral / escalation protocols in their Air Safety Management System (ASMS)	No
1210[07](01)002	[07]	Authorized	AMC	Risk Ownership - ADH Risk Ownership	2. If a RtL is identified that Senior Duty Holders (SDHs) consider to be of potential Societal Concern[2], the Secretary of State (SofS) should be informed for consideration of the wider implications before SDHs accept such a Risk. [2] Reducing Risks, Protecting People (R2P2) – ISBN 0 7176 2151 0, Published 2001 offers assistance to understanding this field.	No
1210[07](01)003	[07]	Authorized	AMC	Risk Ownership - ADH Risk Ownership	3. Director General Defence Safety Authority (DG DSA) should be informed in parallel when Risks are referred up to SDHs or the SofS.	No
1210[07](01)004	[07]	Authorized	AMC	Risk Ownership - ADH Risk Ownership	4. As a formal element of ADH succession activities, all existing Hazards and Risks that present a credible RtL should be reviewed by incoming ADHs to ensure they are personally content that all RtL are ALARP and Tolerable considering the effectiveness of any extant mitigation measures.	No
1210[07](01)005	[07]	Authorized	AMC	Risk Ownership - AM(MF) Risk Ownership	5. AM(MF)s should clearly document the HRM and Risk Management processes (detailed in Annex A paras 6 and 7), and that all operating RtL is owned by the AM(MF), within their ASMS.	No
1210[07](01)006	[07]	Authorized	AMC	Risk Ownership - AM(MF) Risk Ownership	6. If a RtL is identified that AM(MF)s consider to be of potential Societal Concern[2], the SofS should be informed (via the relevant MOD Sponsor) for consideration of the wider implications before AM(MF)s accept such a Risk.	No
1210[07](01)007	[07]	Authorized	AMC	Risk Ownership - AM(MF) Risk Ownership	7. MOD Sponsors should inform DG DSA in parallel when Risks are referred up to the SofS.	No
1210[07](01)008	[07]	Authorized	AMC	Risk Ownership - AM(MF) Risk Ownership	8. As a formal element of AM(MF) succession activities, all existing Hazards and Risks that present a credible RtL should be reviewed by incoming AM(MF)s to ensure they are personally content that all RtL are ALARP and Tolerable considering the effectiveness of any extant mitigation measures.	No
1210[07](01)009	[07]	Authorized	GM	Risk Ownership	9. ADHs / AM(MF)s accountable for the RtL of a given activity will be fully engaged in the Risk decision process. In the execution of their specific responsibilities, ADHs are personally accountable to the SofS via their superior ADH chain; AM(MF)s are directly accountable to the SofS.	Guidance
1210[07](01)010	[07]	Authorized	GM	Risk Ownership - Societal Concern	10. Societal Concern is a recognized factor in Risk Management when there is potential for public condemnation, particularly from Accidents involving significant numbers of people and / or vulnerable groups. Measures introduced to mitigate this class of Risk need to be considered carefully taking into account the political dimension with the need to protect both the MOD's reputation and maintain public confidence in the regulation and operation of UK military-registered Air Systems.	Guidance
1210[07](02)	[07]	Authorized	Regulation	Risk Management	1210(2) ADHs / AM(MF)s shall ensure RtL are both ALARP and Tolerable.	No
1210[07](02)011	[07]	Authorized	AMC	Risk Management	11. ADHs / AM(MF)s should be able to demonstrate that RtL have been reduced to ALARP.	No
1210[076](02)012	[07]	Authorized	AMC	Risk Management	12. ADHs / AM(MF)s should be able to satisfy themselves that the Risk exposure is Tolerable, such that people are only exposed where some defined benefit is expected, where the Risk exposure is proportional to the expected benefit and where the Risks are adequately controlled.	No
1210[07](02)013	[07]	Authorized	AMC	Risk Management	13. Operating Duty Holders (ODHs) / AM(MF)s should record and justify an argument that Risks are ALARP and Tolerable in their Air System's annual Safety Statements, which support the appropriate Live Air System Safety Case (ASSC) and Latest ASSC Report[3]. [3] Refer to RA 1205 – Air System Safety Cases.	No
1210[07](02)014	[07]	Authorized	AMC	Risk Management	14. Risk Management should consider both single Risks and the overall Risk[4] exposure. a. ADH chains. Single Risks provide a clear focus for effective management of issues at lower levels, but ADHs should understand the overall Risk exposure within their AoR. b. AM(MF)s. AM(MF)s should understand the overall Risk exposure. [4] Overall Risk is sometimes referred to as 'Aggregated Risk'. Aggregated Risk is defined within the International Organization for Standardization Risk Management vocabulary as: "the process of combining individual Risks to obtain a more complete understanding of Risk". The purpose of Risk aggregation is to provide a more complete picture of the Risks posed by a system, or Risks faced by an individual or group of people, than is given by considering possible Risk outcomes one at a time.	No
1210[07](02)015	[07]	Authorized	AMC	Risk Management	15. ALARP and Tolerable arguments should be revisited periodically and on any occasion which suggests a change in associated assumptions or analysis as part of the ADH's / AM(MF)'s Risk review process, to ensure that it remains valid[5]. [5] This Risk review process is expected to be stipulated in the ASMS (see RA 1200 – Air Safety Management) and reflected in the ASSC (see RA 1205 – Air Safety System Cases).	No
1210[07](02)016	[07]	Authorized	GM	Risk Management	16. ADH / AM(MF)s need to consider and address any RtL to 1st, 2nd and 3rd parties[6]. [6] 1st Parties are aircrew. 2nd Parties are other personnel working on Air Systems, or as ground crew, or flying as duty passengers. 3rd parties are the general public and personnel who do not fall within the category of 1st or 2nd Parties.	Guidance
1210[076](02)017	[07]	Authorized	GM	Risk Management	17. Guidance material on the standardized approach to ALARP and Tolerable decision making is contained in Annex B.	Guidance

1210[07](02)018	[07]	Authorized	GM	Risk Management	18. A Risk can be said to be reduced to a level that is ALARP when the sacrifice (see Annex B), or further reduction is “grossly disproportionate” to the decrease in Risk that would be achieved; ADHs / AM(MF)s need to be able to show that this is the case when the decision not to incorporate a recognized Risk reduction measure is made. The balance needs to be weighted in favour of Safety, with a greater “disproportion factor” for higher levels of Risk[7]. [7] Further guidance on ALARP is available from http://www.hse.gov.uk/Risk/expert.htm.	Guidance
1210[07](02)019	[07]	Authorized	GM	Risk Management	19. Once a Risk has been reduced to ALARP, ADHs / AM(MF)s will balance the residual Risk against the expected benefit to determine whether the Risk is Tolerable. ADHs need to be aware of how much Risk they can accept and when to elevate Risk decisions to a higher level.	Guidance
1210[07](02)020	[07]	Authorized	GM	Risk Management	20. The validity of an ALARP and Tolerable argument can only be decided definitively by the courts in the event of an Accident or Incident.	Guidance
1210[07](02)021	[07]	Authorized	GM	Risk Management	21. Heads of ADH-Facing Organizations[8] need to be cognisant of their responsibilities in the delivery of their outputs and dependencies of their respective ADHs[9], and to any AM(MF)s that may be similarly influenced / affected, when assessing RtL. [8] ‘Heads of ADH-Facing Organizations’ includes Type Airworthiness Authorities (TAA), Type Airworthiness Managers (TAM), Commodity Delivery Team Leaders, Heads of Establishment (HoE), Military Continuing Airworthiness Managers (Mil CAMs), etc. [9] Refer to RA 1020 – Aviation Duty Holder and Aviation Duty Holder-Facing Organizations - Roles and Responsibilities.	Guidance
1210[07](03)	[07]	Authorized	Regulation	Standardized Approach to Risk	1210(3) ADHs / AM(MF)s shall adopt a standardized approach in managing RtL.	No
1210[07](03)022	[07]	Authorized	AMC	Standardized Approach to Risk	22. Superior ADHs should ensure a coherent and consistent approach to managing RtL, particularly if lower level ADHs have similar responsibilities or where multiple Air System types operate under a single Delivery Duty Holder (DDH).	No
1210[07](03)023	[07]	Authorized	AMC	Standardized Approach to Risk	23. AM(MF)s should ensure a coherent and consistent approach to managing RtL.	No
1210[07](03)024	[07]	Authorized	AMC	Standardized Approach to Risk	24. ADHs / AM(MF)s should ensure that Risk Assessments are carried out. The core elements of a Risk Assessment, that focuses on RtL, that should be conducted are: a. Hazard identification. b. Assessment of the Risk (likelihood, consequence, who is exposed, existing mitigation, and accountability). c. Reduce Risk until ALARP. Ensure residual Risk is Tolerable. d. Record significant findings. e. Monitor and review.	No
1210[07](03)025	[07]	Authorized	AMC	Standardized Approach to Risk	25. ADHs / AM(MF)s should maintain clear, unambiguous and auditable records of each of their Risks including details of Risk decisions and periodic Risk reviews. The minimum information requirements and Risk review process is at Annex C which should be used by ADHs / AM(MF)s.	No
1210[07](03)026	[07]	Authorized	GM	Standardized Approach to Risk	26. Hazard identification, Risk Assessment, reduction, recording, monitoring and review are key elements in managing RtL and need to be maintained and updated to ensure a coherent Risk picture. Annex D provides further detail on the key elements of Risk Management.	Guidance
1210[07](03)027	[07]	Authorized	GM	Standardized Approach to Risk	27. ADHs / AM(MF)s will be cognisant of the high levels of Risk exposure associated with military aviation and the requirement for more rigorous Risk Management than that typically expected of activities with lower Risk exposure.	Guidance
1210[07](04)	[07]	Authorized	Regulation	Emerging Hazards and Risks	1210(4) ADHs / AM(MF)s shall be involved in the understanding and management of emerging Hazards and Risks.	No
1210[07](04)028	[07]	Authorized	AMC	Emerging Hazards and Risks	28. ADHs / AM(MF)s should identify, record and manage emerging Hazards that undermine RtL mitigations, within the relevant ASSC.	No
1210[07](04)029	[07]	Authorized	AMC	Emerging Hazards and Risks	29. ADHs / AM(MF)s should ensure that emerging safety Risks derived from current and future Air System types, systems, modifications, technologies, environments and activities[10] are managed in accordance with (iaw) this RA. [10] Refer to RA 1200 – Air Safety Management.	No
1210[07](04)030	[07]	Authorized	GM	Emerging Hazards and Risks	30. Emerging Risks may be best managed through an early, pan-Defence Lines of Development (pan-DLoD) focus on the ASSC while the system or modification is still in development. Emerging Risks may arise from changes in the operating environment. These Risks will be recorded, managed and reviewed in a standardized and auditable manner.	Guidance
1223[01]	[01]	Authorized	RA	1223 - RA (Issue 1) - Airworthiness Information Management	Effective management of Airworthiness information[1] is required throughout the life of an Air System to sustain Type Airworthiness and contribute to the delivery of Continuing Airworthiness. Without a systematic approach to the management of Airworthiness information, whether using a paper-based system, an electronic system or a combination of the two, the Equipment Safety Assessment (ESA) will be undermined and Air Safety may be adversely affected. RA 1223 supports effective Air Safety Management[2] and data exploitation[3] by providing the minimum requirements for a formal and structured approach to ensure effective Airworthiness Information Management (AIM). [1] Airworthiness information includes information that contributes to the management of an Air System’s Type and Continuing Airworthiness; it may be hosted on paper-based systems, electronic systems or a hybrid combination of the two. [2] Refer to RA 1200 – Defence Air Safety Management. [3] Refer to RA 1140 – Military Air System Technical Data Exploitation.	Yes
1223[01](01)	[01]	Authorized	Regulation	1223(1) - Regulation - Establishment of Airworthiness Information Management	The Type Airworthiness Authority (TAA) shall define the Airworthiness information that is necessary to sustain Type Airworthiness and the manner in which this information is to be managed.	Yes
1223[01](01)001	[01]	Authorized	AMC	1223(1).1 - AMC - Establishment of Airworthiness Information Management Airworthiness Information Management	For Air Systems that have not been developed beyond Phase 2 of the Military Air System Certification Process (MACP)[4], the relevant TAA and ADH/AM(MF) should ensure full compliance to this Regulation. [4] Refer to RA 5810 – Military Type Certificate (MRP 21 Subpart B).	No

1223[01](01)002	[01]	Authorized	AMC	1223(1).2 - AMC - Establishment of Airworthiness Information Management Airworthiness Information Management	It is recognised that full compliance cannot be immediately achieved for Air Systems that have been developed beyond Phase 2 of the MACP and so a graduated enforcement policy is in place for this Regulation; TAAs and ADHs/AM(MF)s should reach the following milestones en route to full compliance: a. Within 1 year from publication of this RA: identify the extent to which existing arrangements fall short of the requirements of this Regulation, assess the associated risks and generate a strategy to achieve compliance. b. No later than 3 years after publication of this RA: achieve full compliance in conjunction with any necessary authorized Alternative Acceptable Means of Compliance, Waivers and/or Exemptions.	No
1223[01](01)003	[01]	Authorized	AMC	1223(1).3 - AMC - Establishment of Airworthiness Information Management Airworthiness Information Management	TAAs should: a. Define in the Airworthiness Strategy[5] the safety critical nature[6] of Airworthiness information that is to be managed through life; b. Ensure that the system of AIM fulfils the generic functional and non-functional requirements specified at Annexes A and B respectively, and those Type specific requirements identified by the TAA. An auditable record of compliance should be maintained; c. When establishing a system for AIM, analyse how Airworthiness information is reported, recorded and managed for inclusion within the ESA; d. Where an electronic Information System (IS) is employed within AIM, undertake criticality analysis to determine whether it has functions that directly affect the Airworthiness and performance of the Air System and, if assessed as safety critical, it should be certified with the Air System[4]; e. Specify in the Air System Document Set (ADS) the safety critical components of the Air System which should be individually tracked by AIM; f. Generate and publish in the ADS any AIM constraints or rules that constitute control measures, that will support the ESA; g. Determine and promulgate Airworthiness information assurance and retention requirements; h. Ensure suitable arrangements are in place to validate AIM and its effectiveness in sustaining Type Airworthiness through life; i. Provide the ADH and/or AM(MF) with instructions explaining how to retrieve the Airworthiness information captured during Maintenance activities[7] conducted outside of the AIM control boundary; [4] Refer to RA 5810 – Military Type Certificate (MRP 21 Subpart B). [5] Refer to RA 1220(1) - Airworthiness Strategy. [6] The importance of Airworthiness information can be determined from the criticality analysis of the Air System; ranked in terms of being safety critical when measured using the probability that a failure occurs, combined with its severity. [7] Such as Maintenance being undertaken by industry.	No
1223[01](01)004	[01]	Authorized	AMC	1223(1).4 - AMC - Establishment of Airworthiness Information Management Airworthiness Information Management	ADHs and AM(MF)s should, in meeting the intent of the TAA: a. Understand the safety critical nature of Airworthiness information as detailed within the Airworthiness Strategy, ADS and the TAA's hazard log and accept any associated risk(s) and control measures[2]; b. Implement suitable levels of assurance to continuously verify that Airworthiness Dynamic Data (ADD)[8] is correctly and accurately captured; c. Ensure the applicable Military Continuing Airworthiness Manager (Mil CAM) implements and upholds AIM processes by: (1) Promulgating the orders and procedures required to implement the TAA published support policy and instructions for effective AIM; (2) Specifying any local AIM requirements; (3) Conducting quality assurance activity to maintain enduring adherence to AIM support policies, instructions for use, orders and procedures; (4) Assuring the configuration management, accuracy and availability of all Air System Airworthiness information; (5) Assuring that personnel are satisfactorily trained and competent[9] to undertake AIM; (6) Validating the effectiveness of AIM and reporting issues and / or emerging trends to the TAA. (7) Reporting any discrepancies in the defined critical Airworthiness information. [2] Refer to RA 1200 – Defence Air Safety Management. [8] Refer to paragraph 8 of this RA. [9] Refer to: RA 1002 – Airworthiness Competent Persons; RA 4806 – Personnel Requirements (MRP 145.A.30); and RA 4945 – Personnel Requirements - MRP Part M Sub Part G.	No
1223[01](01)005	[01]	Authorized	GM	1223(1).5 - GM - Establishment of Airworthiness Information Management Airworthiness Information Management	TAAs must understand the safety criticality of the Airworthiness information associated with the Type Design. This may be undertaken as part of criticality analysis, which must be refined through life as emerging hazards become understood. There must be a clear audit trail from the criticality analysis and hazard log to the Airworthiness Strategy and AIM to the ADS and assurance policy.	Guidance
1223[01](01)006	[01]	Authorized	GM	1223(1).6 - GM - Establishment of Airworthiness Information Management Airworthiness Information Management	TAAs are to maintain an auditable record of the incorporation of functional and non-functional requirements and ensure it is clearly explained in the ESA.	Guidance
1223[01](01)007	[01]	Authorized	GM	1223(1).7 - GM - Establishment of Airworthiness Information Management Airworthiness Information Management	When establishing a system for AIM, the Mil CAMs must provide the TAAs with assurance that compliance with control measures, in support of the ESA, is being maintained. The ADHs and/or AM(MF)s must ensure this is conducted throughout the life of an Air System in order to identify any additional requirements to those specified at Annexes A and B.	Guidance

1223[01](01)008	[01]	Authorized	GM	1223(1).8 - GM - Establishment of Airworthiness Information Management Airworthiness Information Management	Airworthiness information is comprised of ADD and Airworthiness Static Data (ASD): a. ADD[10] describes the Airworthiness data that changes as the Air System is operated, such as the “as-flown” configuration, Maintenance records and accumulation of component life. ADHs and AM(MF)s are responsible for the capture, accuracy and integrity of ADD, which is assured by the Military Continuing Airworthiness Management Organization. b. ASD[11] describes the data that defines the Type Design and is used to sustain Type Airworthiness of an Air System, such as the approved configuration and Maintenance policy. The TAA is responsible for the specification and generation of ASD whilst ensuring its integrity. [10] Data captured and recorded during Maintenance or operation of an Air System. [11] Approved Data sourced from the ADS.	Guidance
1223[01](01)009	[01]	Authorized	GM	1223(1).9 - GM - Functional Requirements	Functional requirements are AIM Activities, which if not conducted satisfactorily, could undermine the Airworthiness of an Air System. The functional requirements are grouped under 3 headings: a. Maintenance Certification, Recording and Management (MCRM). This functional requirement group includes the processes and management of information associated with Maintenance certification[12] and recording. The data being captured and controlled for Maintenance management is ADD. b. Maintenance Data Management. This functional requirement group includes the configuration control, audit, archive/retention, exploitation, transfer between maintenance organizations and quarantine of ADD. c. Approved Data Management. Where Approved Data is managed within AIM, changes to the data must be implemented through a TAA authorized process to enable delegated authorization of the changes. [12] Refer to RA 4812(1) – Certification of Air System Release (MRP 145.A.50(a)).	Guidance
1223[01](01)010	[01]	Authorized	GM	1223(1).10 - GM - Non-functional Requirements	Non-functional requirements specify how the system delivers AIM activities.	Guidance
1223[01](01)011	[01]	Authorized	GM	1223(1).11 - GM - Analysis of AIM functions	All functions of AIM require analysis to determine its safety criticality (ie the integrity of a function managing the Airworthiness information). When constructing the ESA, TAAs must consider how all aspects of AIM, at all levels, contribute to the aggregation of Airworthiness risks. The analysis must include the interfaces and boundaries with other AIM systems.	Guidance
1223[01](01)012	[01]	Authorized	GM	1223(1).12 - GM - AIM Composition and Approach	Airworthiness information may be managed using paper-based systems (eg MOD Form 700), electronic (eg ALIS[13]) systems or a hybrid combination of the two (eg GOLDesp). The Air System Maintenance policy and its process documentation must specify which approach is mandated for each Airworthiness function and which has primacy. If Airworthiness information is available in more than one format, information primacy must be specified by the TAA in the ADS[14]. [13] ALIS – Lightning II Autonomic Logistics Information System. [14] For example, in a Topic 2(N/A/R)1 leaflet.	Guidance
1223[01](01)013	[01]	Authorized	GM	1223(1).13 - GM - Tracked Items	When specifying the components to be tracked, it is good practice to include components with a high value or in short supply.	Guidance
1223[01](01)014	[01]	Authorized	GM	1223(1).14 - GM - Airworthiness Information Retention	When determining and promulgating Airworthiness information retention requirements, TAAs are to consider defining Airworthiness information retention categories to ease storage constraints, whilst ensuring Airworthiness information is retained for periods coherent with Regulatory and safety requirements.	Guidance
1223[01](01)015	[01]	Authorized	GM	1223(1).15 - GM - AIM Implementation and Sustainment	Air System TAAs may utilize corporate or contractor-supplied AIM solutions but they remain accountable for the safety, suitability, integrity and availability of the solutions implemented. Where other agencies are selected by TAAs to undertake AIM functions on their behalf, suitable internal or external contractual arrangements must be established to enable effective AIM.	Guidance
1223[01](01)016	[01]	Authorized	GM	1223(1).16 - GM - AIM Implementation and Sustainment	The TAA must ensure suitable interface arrangements are in place with organizations undertaking Maintenance activity[7] outside of their AIM control boundary, and the measures required to support the retrieval and assurance of Airworthiness information upon completion of that activity. The Mil CAM, on behalf of the ADH and AM(MF), remains responsible for retrieving the necessary Airworthiness information captured during such Maintenance activity. [7] Such as Maintenance being undertaken by industry.	Guidance
1223[01](01)017	[01]	Authorized	GM	1223(1).17 - GM - AIM Implementation and Sustainment	Examples of ‘local AIM requirements’ may include information managed in databases, spreadsheets or local forms.	Guidance
1223[01](02)	[01]	Authorized	Regulation	1223(2) - Regulation - Airworthiness Information Management	Aviation Duty Holders (ADHs) and Accountable Managers (Military Flying) (AM(MF)s) shall ensure effective AIM, consistent with the TAA’s requirements, to sustain and assure the Airworthiness of an Air System within their Area of Responsibility.	Yes
1223[01](02)001	[01]	Authorized	AMC	1223(2).1 - AMC - Establishment of Airworthiness Information Management Airworthiness Information Management	For Air Systems that have not been developed beyond Phase 2 of the Military Air System Certification Process (MACP)[4], the relevant TAA and ADH/AM(MF) should ensure full compliance to this Regulation. [4] Refer to RA 5810 – Military Type Certificate (MRP 21 Subpart B).	No

1223[01](02)002	[01]	Authorized	AMC	1223(2).2 - AMC - Establishment of Airworthiness Information Management Airworthiness Information Management	It is recognised that full compliance cannot be immediately achieved for Air Systems that have been developed beyond Phase 2 of the MACP and so a graduated enforcement policy is in place for this Regulation; TAAs and ADHs/AM(MF)s should reach the following milestones en route to full compliance: a. Within 1 year from publication of this RA: identify the extent to which existing arrangements fall short of the requirements of this Regulation, assess the associated risks and generate a strategy to achieve compliance. b. No later than 3 years after publication of this RA: achieve full compliance in conjunction with any necessary authorized Alternative Acceptable Means of Compliance, Waivers and/or Exemptions.	No
1223[01](02)003	[01]	Authorized	AMC	1223(2).3 - AMC - Establishment of Airworthiness Information Management Airworthiness Information Management	TAAs should: a. Define in the Airworthiness Strategy[5] the safety critical nature[6] of Airworthiness information that is to be managed through life; b. Ensure that the system of AIM fulfils the generic functional and nonfunctional requirements specified at Annexes A and B respectively, and those Type specific requirements identified by the TAA. An auditable record of compliance should be maintained; c. When establishing a system for AIM, analyse how Airworthiness information is reported, recorded and managed for inclusion within the ESA; d. Where an electronic Information System (IS) is employed within AIM, undertake criticality analysis to determine whether it has functions that directly affect the Airworthiness and performance of the Air System and, if assessed as safety critical, it should be certified with the Air System[4]; e. Specify in the Air System Document Set (ADS) the safety critical components of the Air System which should be individually tracked by AIM; f. Generate and publish in the ADS any AIM constraints or rules that constitute control measures, that will support the ESA; g. Determine and promulgate Airworthiness information assurance and retention requirements; h. Ensure suitable arrangements are in place to validate AIM and its effectiveness in sustaining Type Airworthiness through life; i. Provide the ADH and/or AM(MF) with instructions explaining how to retrieve the Airworthiness information captured during Maintenance activities[7] conducted outside of the AIM control boundary. [4] Refer to RA 5810 – Military Type Certificate (MRP 21 Subpart B). [5] Refer to RA 1220(1) – Airworthiness Strategy. [6] The importance of Airworthiness information can be determined from the criticality analysis of the Air System; ranked in terms of being safety critical when measured using the probability that a failure occurs, combined with its severity. [7] Such as Maintenance being undertaken by industry.	No
1223[01](02)004	[01]	Authorized	AMC	1223(2).4 - AMC - Establishment of Airworthiness Information Management Airworthiness Information Management	ADHs and AM(MF)s should, in meeting the intent of the TAA: a. Understand the safety critical nature of Airworthiness information as detailed within the Airworthiness Strategy, ADS and the TAA's hazard log and accept any associated risk(s) and control measures[2]; b. Implement suitable levels of assurance to continuously verify that Airworthiness Dynamic Data (ADD)[8] is correctly and accurately captured; c. Ensure the applicable Military Continuing Airworthiness Manager (Mil CAM) implements and upholds AIM processes by: (1) Promulgating the orders and procedures required to implement the TAA published support policy and instructions for effective AIM; (2) Specifying any local AIM requirements; (3) Conducting quality assurance activity to maintain enduring adherence to AIM support policies, instructions for use, orders and procedures; (4) Assuring the configuration management, accuracy and availability of all Air System Airworthiness information; (5) Assuring that personnel are satisfactorily trained and competent[9] to undertake AIM; (6) Validating the effectiveness of AIM and reporting issues and / or emerging trends to the TAA. (7) Reporting any discrepancies in the defined critical Airworthiness information. [2] Refer to RA 1200 – Defence Air Safety Management. [8] Refer to paragraph 8 of this RA. [9] Refer to: RA 1002 – Airworthiness Competent Persons; RA 4806 – Personnel Requirements (MRP 145.A.30); and RA 4945 – Personnel Requirements - MRP Part M Sub Part G.	No
1223[01](02)005	[01]	Authorized	GM	1223(2).5 - GM - Establishment of Airworthiness Information Management Airworthiness Information Management	TAAs must understand the safety criticality of the Airworthiness information associated with the Type Design. This may be undertaken as part of criticality analysis, which must be refined through life as emerging hazards become understood. There must be a clear audit trail from the criticality analysis and hazard log to the Airworthiness Strategy and AIM to the ADS and assurance policy.	Guidance
1223[01](02)006	[01]	Authorized	GM	1223(2).6 - GM - Establishment of Airworthiness Information Management Airworthiness Information Management	TAAs are to maintain an auditable record of the incorporation of functional and non-functional requirements and ensure it is clearly explained in the ESA.	Guidance
1223[01](02)007	[01]	Authorized	GM	1223(2).7 - GM - Establishment of Airworthiness Information Management Airworthiness Information Management	When establishing a system for AIM, the Mil CAMs must provide the TAAs with assurance that compliance with control measures, in support of the ESA, is being maintained. The ADHs and/or AM(MF)s must ensure this is conducted throughout the life of an Air System in order to identify any additional requirements to those specified at Annexes A and B.	Guidance

1223[01](02)008	[01]	Authorized	GM	1223(2).8 - GM - Establishment of Airworthiness Information Management Airworthiness Information Management	Airworthiness information is comprised of ADD and Airworthiness Static Data (ASD): a. ADD[10] describes the Airworthiness data that changes as the Air System is operated, such as the “as-flown” configuration, Maintenance records and accumulation of component life. ADHs and AM(MF)s are responsible for the capture, accuracy and integrity of ADD, which is assured by the Military Continuing Airworthiness Management Organization. b. ASD[11] describes the data that defines the Type Design and is used to sustain Type Airworthiness of an Air System, such as the approved configuration and Maintenance policy. The TAA is responsible for the specification and generation of ASD whilst ensuring its integrity. [10] Data captured and recorded during Maintenance or operation of an Air System. [11] Approved Data sourced from the ADS.	Guidance
1223[01](02)009	[01]	Authorized	GM	1223(2).9 - GM - Functional Requirements	Functional requirements are AIM Activities, which if not conducted satisfactorily, could undermine the Airworthiness of an Air System. The functional requirements are grouped under 3 headings: a. Maintenance Certification, Recording and Management (MCRM). This functional requirement group includes the processes and management of information associated with Maintenance certification[12] and recording. The data being captured and controlled for Maintenance management is ADD. b. Maintenance Data Management. This functional requirement group includes the configuration control, audit, archive/retention, exploitation, transfer between maintenance organizations and quarantine of ADD. c. Approved Data Management. Where Approved Data is managed within AIM, changes to the data must be implemented through a TAA authorized process to enable delegated authorization of the changes. [12] Refer to RA 4812(1) – Certification of Air System Release (MRP 145.A.50(a)).	Guidance
1223[01](02)010	[01]	Authorized	GM	1223(2).10 - GM - Non-functional Requirements	Non-functional requirements specify how the system delivers AIM activities.	Guidance
1223[01](02)011	[01]	Authorized	GM	1223(2).11 - GM - Analysis of AIM functions	All functions of AIM require analysis to determine its safety criticality (ie the integrity of a function managing the Airworthiness information). When constructing the ESA, TAAs must consider how all aspects of AIM, at all levels, contribute to the aggregation of Airworthiness risks. The analysis must include the interfaces and boundaries with other AIM systems.	Guidance
1223[01](02)012	[01]	Authorized	GM	1223(2).12 - GM - AIM Composition and Approach	Airworthiness information may be managed using paper-based systems (eg MOD Form 700), electronic (eg ALIS[13]) systems or a hybrid combination of the two (eg GOLDesp). The Air System Maintenance policy and its process documentation must specify which approach is mandated for each Airworthiness function and which has primacy. If Airworthiness information is available in more than one format, information primacy must be specified by the TAA in the ADS[14]. [13] ALIS – Lightning II Autonomic Logistics Information System. [14] For example, in a Topic 2(N/A/R)1 leaflet.	Guidance
1223[01](02)013	[01]	Authorized	GM	1223(2).13 - GM - Tracked Items	When specifying the components to be tracked, it is good practice to include components with a high value or in short supply.	Guidance
1223[01](02)014	[01]	Authorized	GM	1223(2).14 - GM - Airworthiness Information Retention	When determining and promulgating Airworthiness information retention requirements, TAAs are to consider defining Airworthiness information retention categories to ease storage constraints, whilst ensuring Airworthiness information is retained for periods coherent with Regulatory and safety requirements.	Guidance
1223[01](02)015	[01]	Authorized	GM	1223(2).15 - GM - AIM Implementation and Sustainment	Air System TAAs may utilize corporate or contractor-supplied AIM solutions but they remain accountable for the safety, suitability, integrity and availability of the solutions implemented. Where other agencies are selected by TAAs to undertake AIM functions on their behalf, suitable internal or external contractual arrangements must be established to enable effective AIM.	Guidance
1223[01](02)016	[01]	Authorized	GM	1223(2).16 - GM - AIM Implementation and Sustainment	The TAA must ensure suitable interface arrangements are in place with organizations undertaking Maintenance activity[7] outside of their AIM control boundary, and the measures required to support the retrieval and assurance of Airworthiness information upon completion of that activity. The Mil CAM, on behalf of the ADH and AM(MF), remains responsible for retrieving the necessary Airworthiness information captured during such Maintenance activity. [7] Such as Maintenance being undertaken by industry.	Guidance
1223[01](02)017	[01]	Authorized	GM	1223(2).17 - GM - AIM Implementation and Sustainment	Examples of ‘local AIM requirements’ may include information managed in databases, spreadsheets or local forms.	Guidance
1225[03]	[03]	Authorized	RA Rationale	Air Safety Documentation Audit Trail	The retention of Air Safety[1] ►related◄ documentation►[2]◄ is vital to record the evidence supporting Air Safety decision making. The lack of such information when required may ►undermine the Air System Safety Case (ASSC) and / or◄ possibly hinder any investigation as a result of an Accident or Incident, ►therefore having an adverse impact on Air Safety◄. Procedures need to be put in place to ensure that such information is preserved for audit and tracking. [1] ►Refer to◄ MAA02 – Military Aviation Authority Master Glossary. [2] ►This includes appropriate documentation from all applicable Defence Lines of Development (DLoD), as defined in MAA02, including Airworthiness Data. Training records of personnel making Air Safety decisions could be included, dependant on whether the documentation is deemed to be of a significant Air Safety nature.	Yes

1225[03](01)	[03]	Authorized	Regulation	Air Safety Documentation Audit Trail	1225(1) ►Aviation Duty Holders (ADH), Accountable Managers (Military Flying) (AM(MF)), Accountable Managers[3](AM), and Heads of ADH-Facing Organizations[4] shall ensure that◄ all significant Air Safety related documents ►are◄ tracked and preserved in an auditable manner; ►and that◄ significant documentation relating to Air Systems ►is◄ retained for a minimum of 5 years beyond the Out of Service Date►[5]◄. [3] Those AMs within: ADH-Facing Organizations; Maintenance Approved Organizations; Air Traffic Equipment Approved Organizations; or Design Approved Organizations. [4] 'Heads of ADH-Facing Organizations' includes Type Airworthiness Authorities, Type Airworthiness Managers, Commodity Chief Engineers, Heads of Establishment, Military Continuing Airworthiness Managers, etc. [5] This is 5 years beyond the de-registration from the UK Military Aircraft Register of the last Air System of type.	Yes
1225[03](01)001	[03]	Authorized	AMC	Air Safety Documentation Audit Trail	1. Procedures should be applied to ensure an audit trail of significant Air Safety documentation is maintained correctly.	Yes
1225[03](01)002	[03]	Authorized	AMC	Air Safety Documentation Audit Trail	2. ►In addition to the use of security classifications / handling instructions, as defined in the New Government Security Classification System[6] and in JSP 440[7], significant Air Safety related documentation should also be identified as "Air Safety Information".◄ [6] Refer to◄ DMC00687 13/14 – The New Government Security Classification System Handbook. [7] Refer to JSP 440 – The Defence Manual of Security, Resilience and Business Continuity.	Yes
1225[03](01)003	[03]	Authorized	AMC	Air Safety Documentation Audit Trail	3. Appropriate DLoD documentation ►should◄ form part of the audit trail and should be identified and retained accordingly.	No
1225[03](01)004	[03]	Authorized	AMC	Air Safety Documentation Audit Trail	4. Before destruction of a significant Air Safety document, a thorough review should be carried out by suitably competent ►authorized◄ personnel.	Yes
1225[03](01)005	[03]	Authorized	GM	Air Safety Documentation Audit Trail	5. ►Paragraph 2 will not be applied retrospectively for documentation created prior to 27 Aug 2015.	Guidance
1225[03](01)006	[03]	Authorized	GM	Air Safety Documentation Audit Trail	6. Electronically held documentation is legally permissible (eg scanned documentation, electronically signed documentation, electronically created documentation, etc). Wherever reasonably practicable, original versions will be retained.◄	Guidance
1225[03](01)007	[03]	Authorized	GM	Air Safety Documentation Audit Trail	7. ►◄	Guidance
1225[03](01)008	[03]	Authorized	GM	Air Safety Documentation Audit Trail	8. Guidance on document policy, procedures and retention can be found at JSP 441[8]. [8] Refer to JSP 441 – Managing Information in Defence.	Guidance
1230[06]	[06]	Authorized	RA	1230 - RA (Issue 6) - Design Safety Targets	It is important to have design safety targets to provide a level of assurance that a design can achieve specific safety criteria. The design solutions for new Air Systems, modifications to new and in-service Air Systems, and associated equipment and software, are to be consistent with the acceptable design safety targets, unless overriding statements for Airworthiness are contained in the specification or contract, with the prior agreement of the MAA.	Yes
1230[06](01)	[06]	Authorized	Regulation	1230(1) - Regulation - Design Safety Target Criteria	The Type Airworthiness Authority (TAA) shall ensure that Air Systems, associated equipment and software are designed[1] to acceptable design safety targets. [1] It is acknowledged that some legacy Air Systems, equipment and software will not have direct correlation with the original design safety target. Therefore there will be a need to define an acceptable Design Safety Target.	Yes
1230[06](01)001	[06]	Authorized	AMC	1230(1).1 - AMC - Military Aircraft	The cumulative probability of the loss of an aircraft due to a technical fault and the cumulative probability of a technical failure of the aircraft (inclusive of its systems, structure and stores) leading to a death[2], should both be assessed to be no more frequent than one in a million per flying hour (probability of occurrence 1e-6 per flying hour) when operated within the conditions used for the Airworthiness demonstration[3]. [2] This is in reference to 1st, 2nd or 3rd parties, refer to RA 1210 – Ownership and Management of Operating Risk (Risk to Life). [3] The primary mitigation for a technical design shortfall is to be through technical design changes; where this is not wholly possible, operator or maintenance procedures may be utilised, however this would require verification that the procedure has a reasonable expectation of being accomplished successfully and in a timely manner to provide acceptable mitigation.	No
1230[06](01)002	[06]	Authorized	AMC	1230(1).2 - AMC - Airworthiness Demonstration	The Airworthiness demonstration should be as specified in the contract including the operating conditions to be applied, and should be undertaken during the demonstration of the compliance with the Type Certification Basis (TCB)[4] and matured throughout the life of the platform. The demonstration of Airworthiness might include design analysis, application of specified standards (such as Def Stan 00-970), and historical evidence of successful use of design features, system tests, and ground and air tests to arrive at an overall assessment of Airworthiness. [4] Refer to RA 5810 – Military Type Certificate (MRP 21 Subpart B).	No
1230[06](01)003	[06]	Authorized	AMC	1230(1).3 - AMC - Civil Aircraft Types	Civil certified aircraft types unmodified for military use, registered or operated by the MOD should meet the civil Type Certificate holder's design safety target. Where configurations specific to the needs of the military are embodied or the intended use of the aircraft has changed, MAA Certification Division should be consulted and a design safety target agreed in accordance with the TCB and prior to Main Gate approval or appropriate approval juncture.	No
1230[06](01)004	[06]	Authorized	AMC	1230(1).4 - AMC - Remotely Piloted Air Systems (RPAS)	The operation of a RPAS should be no more likely to cause injury or fatality to personnel or the general public than the operation of a manned aircraft. The design safety target for the operation of RPAS should reflect the categorization found in RA 1600[5]. [5] Refer to RA 1600 – Remotely Piloted Air Systems.	No
1230[06](01)005	[06]	Authorized	AMC	1230(1).5 - AMC - Software/Complex Electronic Hardware (CEH)	It is recognized that it is not possible to set quantifiable design safety targets for software (including the software aspects of CEH). Therefore a qualitative design target should be set; how this is achieved will depend on the approach to compliance with the software/CEH aspects of Def Stan 00-970 Part 13. This should result in the assignment of design targets in the form of Design Assurance Levels that are commensurate with the design target of the system in which the software/CEH operates.	No

1230[06](01)006	[06]	Authorized	AMC	1230(1).6 - AMC - Weapon Release and Airborne Equipment	Weapon release[6] and Airborne Equipment (AE[7]) descent assessments should be made on an event basis, instead of a target related to flying hours. [6] Refer to Def Stan 07-085 – Design Requirements for Weapons and Associated Systems. [7] AE encompasses Airborne Forces Equipment and Airborne Delivery Equipment.	No
1230[06](01)007	[06]	Authorized	AMC	1230(1).7 - AMC - Historic Aircraft[8] [8] For the purposes of this RA, historic aircraft are flown by the Battle of Britain Memorial Flight and the Royal Navy Historic Flight.	When there is incomplete design, testing information, or when maintenance records are missing such that a numerical target cannot be reached, the TAA should carry out a Safety Assessment and in agreement with the Aviation Duty Holder (ADH) ensure the principles of As Low As Reasonably Practicable (ALARP) are adopted in authorizing any changes to design, maintenance policy or operating limits (see also RA 1325[9]). Any modification to the aircraft should as a minimum be Airworthiness safety-neutral and ideally be safety-positive. The TAA can accept a safety-neutral outcome where a reduction in risk would not be expected or where a positive outcome cannot be reasonably demonstrated. [9] Refer to RA 1325 – Drafting of Limitations in the Release To Service.	No
1230[06](01)008	[06]	Authorized	GM	1230(1).8 - GM - Aircraft Weapons, AE and Historic Aircraft	criteria given in this RA must include the safe carriage, release/despatch, and jettison of armament, weapons and AE from the immediate vicinity of the aircraft.	Guidance
1230[06](01)009	[06]	Authorized	GM	1230(1).9 - GM - Weapons and Armament	Following release or jettison of the weapon, the safety criteria of the subsequent trajectory must be as defined in the relevant specification. However, the platform TAA must satisfy himself that the achieved Air Launched Weapon safety, from the immediate vicinity point to the arming point, meets the overall operating safety requirements for the complete weapon system. The ownership of risks to safety associated with aircraft self-damage post weapon arming, and collateral damage, is the responsibility of the ADH, Accountable Managers (Military Flying) and commanders.	Guidance
1230[06](01)010	[06]	Authorized	GM	1230(1).10 - GM - AE	The safety criteria for the descent of the AE system must be as defined within the individual equipment's specification. In addition, the delivery aircraft TAA must satisfy himself that the AE safety meets the overall operating safety requirements for the delivery aircraft; during embarkation to the aircraft; airborne transit; despatch (until clear of the aircraft boundaries) and disembarkation.	Guidance
1230[06](01)011	[06]	Authorized	GM	1230(1).11 - GM - Historic Aircraft	The same general principles apply to the management of the Airworthiness of historic aircraft as apply to other legacy aircraft on the military register. Where a design change is being considered under the terms of the AMC at paragraph 7, it is particularly important that when specialist advice or manufacture is required, it is sought from those with proven competence in the relevant design philosophy and techniques. In addition, historic aircraft are normally limited within the Release To Service to limits far below those for which they were designed, to ensure the Risk to Life is demonstrably maintained ALARP and Tolerable to the satisfaction of the ADH.	Guidance
1240[04]	[04]	Authorized	RA	1240 - RA (Issue 4) - Chartering of Civilian Air Systems for Military Purposes	The Ministry of Defence (MOD) has a requirement to charter civilian Air Systems to supplement shortfalls in the availability of military Air Systems. The scope of chartering activity is broad, but common to all chartering activity is that the MOD has a Duty of Care to ensure that appropriate safety assurances are met with respect to Risk to Life (RtL), including pilots, passengers and any other person who may be affected by the activity. Having such assurances in place supports the operational capability of the MOD and reduces the potential exposure of individuals to harm; therefore, a full understanding of the risks involved, through the completion of a suitable and proportionate safety assessment, with appropriate signoff is required to ensure the safety of all affected personnel.	No
1240[04](01)	[04]	Authorized	Regulation	1240(1) - Regulation - Chartering of Civilian Air Systems for Military Purposes	The Sponsor of the chartering activity shall only charter civilian Air Systems for military purposes after appropriate safety assurances have been obtained and endorsed.	No
1240[04](01)001	[04]	Authorized	AMC	1240(1).1 - AMC - Chartering of Civilian Air Systems for Military Purposes	The Sponsor should provide justification for the circumstances of the charter to, and any additional requirements as required by, the Approving Officer.	No

1240[04](01)002	[04]	Authorized	AMC	1240(1).2 - AMC - Chartering of Civilian Air Systems for Military Purposes	In all circumstances, to assess the level of risk associated with the chartering of civilian Air Systems, the Sponsor should prepare a coherent and proportionate safety assessment for Approving Officer consideration and approval. The Sponsor should ensure that, as a minimum, the safety assessment: a. Affirms the competence of the contracted, or any sub-contracted, organization. b. Affirms, where appropriate, the material state of the contracted Air System, including any safety and emergency equipment provided. c. Affirms, where appropriate, an assessment of the contracted Air System, to identify any operating or handling characteristics that could affect flight safety. d. Mandates the use of appropriate clothing, protective clothing, and Aircrew Equipment Assemblies. e. Confirms that charter carriers / contractors hold all of the following International Civil Aviation Organization (ICAO) and National Airworthiness Authority (NAA) requirements: (1) Certificate of Competency, Air Operators Certificate or Operating Licence. (2) Certificate of Airworthiness or valid Airworthiness Review Certificate for the relevant Air System. (3) Certificate of Registration for the relevant Air System. (4) Certificate of Insurance for the relevant Air System. f. Confirms that the Air System meets the traffic collision avoidance system requirements in accordance with (iaw) the National Aviation Authority Regulations the Air System is to be operated in. g. Confirms that the Air System meets the Carbon Monoxide detection and active warning requirements iaw the National Aviation Authority Regulations the Air System is to be operated in. h. Confirms that the Air System's Maintenance schedule includes the engine manufacturer's guidance on inspecting and testing the engine exhaust system. i. Confirms that wherever possible the carrier / contractor, and the contracted airframe, are registered in one of the European Union Aviation Safety Agency (EASA) nations, Australia, Canada, New Zealand, the UK, or the USA[1]. j. Confirms that the carrier / contractor, and the contracted airframe, are not on the European Union (EU) Air Safety List Annex A[2] or on the Federal Aviation Administration (FAA) International Aviation Safety Assessment (IASA) Category 2 list. [1] The countries listed are those that the MAA has confidence in the regulatory framework (including the Five Eyes Air Force Interoperability Council nations). [2] For the avoidance of doubt, EU regulations do not permit any flight over EU territory by any Air System belonging to an air carrier which is on the EU banned list.	No
1240[04](01)003	[04]	Authorized	AMC	1240(1).3 - AMC - Chartering of Civilian Air Systems for Military Purposes	The Sponsor should ensure that the completed safety assessment is presented to the relevant Approving Officer for consideration and approval.	No
1240[04](01)004	[04]	Authorized	AMC	1240(1).4 - AMC - Chartering of Civilian Air Systems for Military Purposes	The Sponsor should ensure that: a. Foreign registered chartered Air Systems, permanently based and / or operated in the UK, comply with the requirements of the Air Navigation Order (ANO) and their Certificate of Airworthiness. b. The chartered organization is effective in maintaining accurate and up-to-date records related to personnel licences, certificates and ratings (for EASA registered Air Systems this is iaw EASA Part ARA. GEN.220). c. There are no applicable ANO related restrictions on the charter Air System or aircrew. d. There is no ambiguity regarding which Regulations and supervisory oversight the charter is being operated within. e. The Certificates at paragraph 2e are valid in the location(s), including all of the route, and for the purposes of the intended charter.	No
1240[04](01)005	[04]	Authorized	AMC	1240(1).5 - AMC - Chartering of Civilian Air Systems for Military Purposes	Approving Officer requirements. The Approving Officer, who is exercising the MOD's Duty of Care for the charter, should satisfy themselves that the supporting safety assessment is robust, fully recorded, and that the carrier / contractor is a competent organization with robust safety management processes in place with respect to RtL. The Approving Officer applicability is as follows: a. Provision of Air Systems by Defence Support Chain Operations and Movements (DSCOM) for passengers and escorted freight. The Approving Officer for the movement of DSCOM passengers and / or escorted freight should seek appropriate Air Safety and air engineering advice from Suitably Qualified and Experienced Persons (SQEP) and be the appropriate Air Safety aware 2* (or higher if no 2* has appropriate Air Safety awareness and understanding). b. Provision of Air Systems for Test and Evaluation activities, Airborne Equipment (AE)[3], [4] activities, and Defence personnel parachuting[5] activities. The Approving Officer for chartering Air Systems for Test and Evaluation activities (including trials, testing, training[6], and usage), AE activities, and Defence personnel parachuting activities should seek appropriate Air Safety and air engineering advice from SQEP, and be the appropriate Air Safety aware 2* (eg Air Officer Commanding 1 Group, Air Officer Commanding 2 Group, etc) in consultation with their Chief Air Engineer. c. Provision of Air Systems by organizations other than DSCOM for all other activities. The Approving Officer for Air Systems to be chartered for any other activity should seek appropriate air engineering advice from SQEP, and be one of the following: (1) The relevant Air Safety aware 2*, in consultation with their Chief Air Engineer, with responsibility for exercising the MOD's Duty of Care related to the charter. (2) The Accountable Manager (Military Flying) of the organization in receipt of the chartered Air System. (3) The Head of Establishment in receipt of the chartered Remotely Piloted Air System, with responsibility for exercising the MOD's Duty of Care related to the charter, whilst ensuring compliance with appropriate civil regulation. [3] Refer to RA 1150 – Airborne Equipment and Airborne Forces. [4] Refer to MAA02: Military Aviation Authority Master Glossary. [5] Defence personnel parachuting includes both Force Elements at Readiness (FE@R) and sports parachuting activities. [6] This RA does not apply to Aircraft chartered or hired by the QinetiQ Civil Flying Organization to enable Empire Test Pilots' School (ETPS) course delivery.	No

1240[04](01)006	[04]	Authorized	AMC	1240(1).6 - AMC - Chartering of Civilian Air Systems for Military Purposes	Long-term arrangements. In circumstances where the organization chartering the Air System has entered into long-term arrangements for service provision, the Sponsor should assure themselves that appropriate procedures are in place to ensure that the Air System is maintained in a serviceable and airworthy condition iaw with the approved Maintenance data, and is certified as fit for flight by the Air System operator.	No
1240[04](01)007	[04]	Authorized	GM	1240(1).7 - GM - Chartering of Civilian Air Systems for Military Purposes	This RA only covers the chartering of civilian Air Systems for military purposes and does not absolve individuals from their Duty of Care or Aviation Duty Holder responsibilities for any activity to be carried out in the chartered Air System.	Guidance
1240[04](01)008	[04]	Authorized	GM	1240(1).8 - GM - Chartering of Civilian Air Systems for Military Purposes	When constructing the safety assessment and ascertaining the appropriate safety assurances, consideration may be given to information provided by aviation safety assurance websites. The EU Air Safety List Annex A, the FAA IASA Category 2 list and other safety related information can be found at: a. EU Air Safety List Annex A - http://ec.europa.eu/transport/modes/air/safety/air-ban_en b. FAA IASA Category 2 list - http://www.faa.gov/about/initiatives/iasa/media/FAA_Initiatives_IASA.pdf c. The EASA Safety Assessment Of Foreign Aircraft (SAFA Programme) - http://easa.europa.eu/node/15629 d. Aviation Safety Network - http://aviation-safety.net e. Air Safety Information Management System (ASIMS) - https://www.asims.r.mil.uk	Guidance
1240[04](01)009	[04]	Authorized	GM	1240(1).9 - GM - Chartering of Civilian Air Systems for Military Purposes	Sponsor queries regarding the chartering of civilian Air Systems for military purposes, initially may be directed towards the DSCOM organization, who are Subject Matter Experts with considerable Air System chartering experience.	Guidance
1240[04](01)010	[04]	Authorized	GM	1240(1).10 - GM - Chartering of Civilian Air Systems for Military Purposes	The following activities are outside the scope of this Regulatory Article: a. The purchase of individual seats or group bookings on normal commercial carriers[7]. b. Unescorted freight. c. All other instances of UK Military Personnel being transported by air where a charter arrangement has not been formalised. [7] “Normal commercial carriers” is defined as scheduled commercial flights (ie British Airways flights, MOD US fare (Trooper) flights).	Guidance
1300[08]	[08]	Authorized	RA	1300 - RA (Issue 8) - Release to Service	The Release To Service (RTS) authorizes Military Operated (In-Service) Defence Air Environment (DAE) Operating Category flying on behalf of the responsible Senior Duty Holder (SDH). Failure to observe RTS limitations may result in unacceptable Hazards. The RTS is based on the RTS Recommendation (RTSR). It defines permitted as flown configurations and the permitted operating envelope. RTS limitations are the definitive limits for the Air System and apply in all conditions, from peacetime training to war. Air Systems will be operated iaw an RTS or a Military Permit To Fly (MPTF), however this RA only deals with the RTS requirements.	Yes
1300[08](01)	[08]	Authorized	Regulation	1300(1) - Regulation - Requirement for a Release To Service	An RTS shall be prepared for all Air Systems that are operated within the Military Operated (In-Service) DAE Operating Category, except for: a. RPAS operating in the Open category, b. RPAS operating in the Specific S1 sub-category, and c. Air Systems with an MPTF.	Yes
1300[08](01)001	[08]	Authorized	AMC	1300(1).1 - AMC - Requirement for a Release To Service	Requirement 1. The RTS should be an integrated document with all limitations and associated Warnings, Cautions, and Notes detailed in the appropriate parts iaw Annex A and: a. Define the permissible as-flown configuration(s) of the Air System. b. Detail the permitted flight envelope of the Air System including limitations. c. Detail any limitations, Warnings, Cautions, or Notes required as a result of Type Design Changes (eg Air Launched Weapons). d. Include all Equipment authorized to be carried in, despatched from, or fitted to the Air System. e. If applicable, reference a MEL from Annex A Part A7. f. Be subject to a formal review, by the RTS Authority (RTSA), on a 5 yearly basis against Annex A and the recommendations leading to amendment of the RTS. g. Where there are differing levels of limitations, detail the most restrictive. h. If referenced, include in the Aircrew Equipment Assemblies section, the DAP108B-0001-1 issue and amendment state.	No
1300[08](01)002	[08]	Authorized	AMC	1300(1).2 - AMC - Requirement for a Release To Service	2. The content of the RTS should be: a. Auditable and traceable back to the source data. b. Maintained by the RTSA throughout the life of the Air System and appropriate data retained.	No
1300[07](01)003	[08]	Authorized	GM	1300(1).3 - GM - Requirement	Nil.	Guidance
1300[08](02)	[08]	Authorized	Regulation	1300(2) - Regulation - Release To Service Recommendation	1300(2) The Type Airworthiness Authority (TAA) shall prepare the RTSR to the satisfaction of the RTSA.	Yes
1300[08](02)004	[08]	Authorized	AMC	1300(2).4 - AMC - Release To Service Recommendation	4. The RTSR is the evidenced argument supporting the RTS which should include Type Design Change process completion as demonstrated by the Approved Design Change Certificate (ADCC) or Military Type Certificate (MTC). Any limitations or restrictions imposed by the MAA should be detailed in the RTS.	No
1300[08](02)005	[08]	Authorized	AMC	1300(2).5 - AMC - Release To Service Recommendation	5. The TAA should ensure that the RTSR provides all clearances and associated limitations in a format consistent with the RTS structure.	No

1300[08](02)006	[08]	Authorized	AMC	1300(2).6 - AMC - Release To Service Recommendation	6. The initial RTSR and subsequent amendments and re-issue of the RTSR should be prepared by the TAA. The TAA can delegate authority to approve amendments to, or re-issues of, the RTSR. Such delegations should be to a competent individual of OF5 level (or equivalent).	No
1300[08](02)007	[08]	Authorized	AMC	1300(2).7 - AMC - Release To Service Recommendation	7. The RTSR and supporting documentation, for new Air Systems and Major Changes that result in a new Mark number, should be approved by the appropriate 2* Operating Centre Director (OCD), then submitted to the RTSA for Authorization and independent Assurance; and to the MAA for independent Assurance.	No
1300[08](02)008	[08]	Authorized	AMC	1300(2).8 - AMC - Release To Service Recommendation	8. The TAA should ensure that the RTSR demonstrates an acceptably safe operating envelope, in line with the context of the Air System Safety Case (ASSC).	No
1300[08](02)009	[08]	Authorized	AMC	1300(2).9 - AMC - Release To Service Recommendation	9. The TAA should review all documents, presented as evidence in the RTSR on amendment, for potential impact on limitations in the RTS.	No
1300[08](02)010	[08]	Authorized	AMC	1300(2).10 - AMC - Release To Service Recommendation	10. The content of the RTSR should be: a. Auditable and traceable back to the source data. b. Maintained by the TAA throughout the life of the Air System and appropriate data retained.	No
1300[08](02)011	[08]	Authorized	AMC	1300(2).11 - AMC - Release To Service Recommendation	11. Air Systems and Type Design changes should be introduced to service by completion of the Military Air System Certification Process (MACP). CLEs should not be used to mitigate for lack of MACP completion.	No
1300[08](02)012	[08]	Authorized	AMC	1300(2).12 - AMC - Release To Service Recommendation	12. The MAA independent Audit of the RTSR Equipment DLoD scope should include (but is not limited to): a. Compliance of design with appropriate standards (this will normally be based on the results of Type Certification). b. Review of build concessions. c. Build quality. d. RTSR content. e. Independent Safety Auditor and Independent Technical Evaluator scrutiny. f. Maturity of the Air Safety Management System. g. Review of Audit observations. h. Type Airworthiness arrangements. i. Continuing Airworthiness arrangements. j. Personnel competence.	No
1300[08](02)013	[08]	Authorized	AMC	1300(2).13 - AMC - Release To Service Recommendation	13. TAAs should liaise with Equipment / Commodity Delivery Teams (DT) to ensure the Hazards posed to the Air System or crew by the carriage, interfacing, and operation of equipment is addressed in the Type Airworthiness Safety Assessment(TASA), which will be reflected in the ASSC and in the RTS by including all limitations applicable to the airborne carriage of stores or equipment on that Air System. In cases where common equipment, weapons, and AE are to be fitted to several Air System types, the Equipment / Commodity DT should produce a Safety Assessment covering the Safety features of the equipment and the achievement of the Design Safety Target (DST).	Yes
1300[08](02)014	[08]	Authorized	GM	1300(2).14 - GM - Release To Service Recommendation	14. To facilitate delivery of the Air System into service it might be necessary to clear certain aspects of the Air System in advance of others. In such cases, the RTS will proceed in stages. The priority of each stage will be agreed between the appropriate Front Line Command (FLC) Capability organization, the RTSA and the TAA.	Guidance
1300[08](02)015	[08]	Authorized	GM	1300(2).15 - GM - Release To Service Recommendation	15. The following will apply to the use of limitations in the RTS: a. Safety limits are those that are overriding and ensure that the Air System can be operated safely within its intended role. They, in some cases, may represent the boundaries of the evaluated envelope where, in the context of the planned operational role of the Air System and without prejudice to Safety, it was not cost-effective or a requirement to explore in full the possible operating envelope. b. Unless the system is credibly ‘self-limiting’ in use, the limits to which the TAA has approved the system will be presented within the RTS.	Guidance
1300[08](02)016	[08]	Authorized	GM	1300(2).16 - GM - Release To Service Recommendation	16. The TAA and RTSA decision on inclusion of degraded mode limitations will need to take account of the probability of encountering the degraded mode and of the severity of any Hazards specifically associated with that mode. In some cases the general advice within the Aircrew Manual (AM) and normal standards of airmanship will be sufficient to deal with degraded modes. Only in unusual circumstances will it be necessary to consider presenting limitations for multiple independent failures or for second failures in the same system. It may be necessary to distinguish between the deliberate use of degraded modes (ie no actual failure), usually for training purposes, and operation in the presence of real failures. Indeed, in some cases, deliberate use of a degraded mode may have to be prohibited because of the severity of the associated Hazards.	Guidance
1300[08](02)017	[08]	Authorized	GM	1300(2).17 - GM - Release To Service Recommendation	17. For new Air Systems and for Major Type Design Changes the TAA will have agreed an Integrated Test, Evaluation and Acceptance Plan with the FLC Capability organization, based on meeting the requirements of the User Requirements Document.	Guidance
1300[08](02)018	[08]	Authorized	GM	1300(2).18 - GM - Release To Service Recommendation	18. The RTSR approval will be recorded in Part A.1 of the RTS.	Guidance
1300[08](02)019	[08]	Authorized	GM	1300(2).19 - GM - Release To Service Recommendation	19. The RTSR will be submitted to the MAA for independent Audit / Assurance as follows: a. The initial RTSR for new Air Systems needs to be submitted to the MAA for independent Assurance. For Major Changes, the MAA, in consultation with the RTSA and TAA, will decide during MACP Phase 3 if the MAA will carry out an RTSR Audit. b. Liaison with the RTSA(s) is mandated for new Air Systems and Major Changes that result in a new Mark number.	Guidance
1300[08](02)020	[08]	Authorized	GM	1300(2).20 - GM - Release To Service Recommendation	20. The RTSR submission will demonstrate clear Audit trails and specific reference to evidence and describe any further work to be completed.	Guidance
1300[08](02)021	[08]	Authorized	GM	1300(2).21 - GM - Release To Service Recommendation	21. The MAA independent Audit of the RTSR will examine equipment Risks and any associated RtL, the communication of those Risks to the RTSA and Operating Duty Holder (ODH) and, where appropriate, proposed mitigations.	Guidance
1300[08](03)	[08]	Authorized	Regulation	1300(3) - Regulation - Limitations	1300(3) The RTS shall state the limitations and restrictions for the Air System.	Yes
1300[08](03)022	[08]	Authorized	AMC	1300(3).22 - AMC - Limitations	22. The limitations in the RTS should be reflected in the appropriate elements of the ADS	No

1300[08](03)023	[08]	Authorized	AMC	1300(3).23 - AMC - Limitations	23. Any limits in the RTS to be applied by Aircrew should be: a. Expressed so that they are observable using the controls and displays in the Air System and / or by following Standard Operating Procedures (SOPs). b. Set with a consideration of the accuracy, precision and legibility of cockpit and crew station displays and the Aircrew's ability to interpret this information given the prevailing workload.	No
1300[08](03)024	[08]	Authorized	GM	1300(3).24 - GM - Limitations	24. The limitations in the RTS will be used in the formulation of the Air System's operating envelope as well as contingency and war plans, flying and operating orders.	Guidance
1300[08](03)025	[08]	Authorized	GM	1300(3).25 - GM - Limitations	25. Within the RTS, if a system or equipment is part of the configuration in the RTS, but no limitations for it are detailed in Parts B to D, then it will be cleared for its intended use - as expressed in the ADS - without further limitation. It is sufficient for the RTS to use the phrase "Information and procedures contained within Air System publications".	Guidance
1300[08](03)026	[08]	Authorized	GM	1300(3).26 - GM - Limitations	26. In order to provide the Aircrew with the complete set of limitations for the Air System, it may be necessary to provide the limitations that apply when certain failures have occurred.	Guidance
1300[08](03)027	[08]	Authorized	GM	1300(3).27 - GM - Limitations	27. The need for completeness demands that the limitations of individual systems are revealed, but there is potential for confusion over the precise operating limits. Such situations will be discussed with the ADS Publication Organization so that the information in the RTS and AM is presented in a coherent fashion. a. The overarching release, in Parts A or B, will reflect the most restrictive limit for the whole Air System and needs to be annotated to show the system or characteristic which applies. Individual systems' limits need to be reflected in Parts C or D, but they will be cross-referred to the most restrictive limit in order that there is no doubt about the precise operating envelope of the Air System. b. Basic limits will be represented in Parts B and C (only if these limits are changed will mention be made in Part D). c. Role-related limits will be represented in Part D. It is quite possible that role limits (in Part D) will affect what is defined within the basic Air System parts (Parts B and C).	Guidance
1300[08](03)028	[08]	Authorized	GM	1300(3).28 - GM - Limitations	28. Limitations identified as 'OECs', 'pre-mod / post-mod', 'Installation only' and 'Switch on only' are Safety limitations because they represent procedural Risk mitigations. They are not to be thought of as management limitations. The situation with respect to a limitation designated 'Normal Operating' may be different. There will be circumstances in which a limitation designated 'Normal Operating' may also represent a procedural mitigation that reflects the way in which Aircrew are trained and hence is not to be exceeded.	Guidance
1300[08](03)029	[08]	Authorized	GM	1300(3).29 - GM - Limitations	29. Cross-referencing of limitations will reduce the potential for inconsistencies. However, in some cases, a system that would otherwise restrict the whole Air System might not be vital for flight, or special operating procedures might be invoked, to ensure Safety and thus avoid damage to equipment. In such cases, which will be supported by the TASA, the limitation in Part B will be relaxed accordingly. This will require full and explicit reference to the relevant system limitations, in Parts C or D, and to the operating procedures in other parts of the ADS.	Guidance
1300[08](03)030	[08]	Authorized	GM	1300(3).30 - GM - Limitations	30. Where different limitations apply to different Modification states of the Air System or equipment (for example when Air Systems are being progressively modified in-Service) then split limitations will be stated. These will normally be of the form "pre mod nnn…; post-mod nnn…" and the Modification identified within Section A.6. When appropriate, and when the TAA has confirmed with the Military Continuing Airworthiness Manager that all Air Systems are of the same Modification standard, the RTS will be amended to remove the split limitation.	Guidance
1300[08](03)031	[08]	Authorized	GM	1300(3).31 - GM - Limitations	31. When setting limitations, the ability of the Aircrew to observe the limit has to be considered. It is important to note that the only means Aircrew have to respect limitations are by reference to the controls and displays in or from the Air System and / or by following SOPs. Where a limit is unobservable, an alternative approach may be by means of a procedure to ensure that the limits are observed.	Guidance
1300[08](04)	[08]	Authorized	Regulation	1300(4) - Regulation - Operational Emergency Clearance	1300(4) An OEC shall be raised when there is likely to be an increased RtL associated with the Air System's usage, compared to the Risk identified within the Design Safety Target.	No
1300[08](04)032	[08]	Authorized	AMC	1300(4).32 - AMC - Operational Emergency Clearance	32. An OEC should be identified when the Air System operates outside of its Design Safety Target.	No
1300[08](04)033	[08]	Authorized	AMC	1300(4).33 - AMC - Operational Emergency Clearance	33. An OEC should be authorized by the RTSA and only enabled at ODH level for a given activity and defined period following the ODH review of their Safety Statement.	No
1300[08](04)034	[08]	Authorized	AMC	1300(4).34 - AMC - Operational Emergency Clearance	34. Where appropriate, the ODH should declare, in their Safety Statement, to which Operation (including training for said Operation) or to which trial the OEC applies. In the absence of a named operation, the ODH should state the operational or force generation imperative for the OEC	No
1300[08](04)035	[08]	Authorized	AMC	1300(4).35 - AMC - Operational Emergency Clearance	35. OEC review periodicities should not exceed 12 months.	No
1300[08](04)036	[08]	Authorized	AMC	1300(4).36- AMC - Operational Emergency Clearance	36. The TAA should subject the proposed OEC to a Safety analysis and update the existing TASA as appropriate.	No
1300[08](04)037	[08]	Authorized	GM	1300(4).37 - GM - Operational Emergency Clearance	37. An OEC will only be used for flight under either of the following circumstances: a. In conditions of actual or potential hostile enemy action, other life threatening emergency situations, or associated training. b. In the evaluation of options needed for contingency planning, including any Test and Evaluation trials.	Guidance
1300[08](04)038	[08]	Authorized	GM	1300(4).38 - GM - Operational Emergency Clearance	38. Although the TAA might not be the instigator of an OEC, they are expected to submit the RTSR. The TAA will then ensure that a clear explanation of the applicable Type Airworthiness Hazards and related operating instructions to support the OEC are incorporated in the ADS.	Guidance
1300[08](04)039	[08]	Authorized	GM	1300(4).39 - GM - Operational Emergency Clearance	39. The ODH will ensure that the procedures required for an OEC to be enabled, guidance on the Risk involved, and related operating instructions are specified in appropriate flying orders.	Guidance
1300[08](05)	[08]	Authorized	Regulation	1300(5) - Regulation - Clearance with Limited Evidence	1300(5) A CLE shall be raised when a fully substantiated TASA is not available to support a full RTS clearance but, on the balance of available evidence, the clearance is judged to remain within the required Design Safety Target.	No

1300[08](05)040	[08]	Authorized	AMC	1300(5).40- AMC - Clearance with Limited Evidence	40. A CLE should be used when a fully substantiated TASA is not available to support an RTS clearance but, on the balance of available evidence, the Air System continues to operate within its Design Safety Target	No
1300[08](05)041	[08]	Authorized	AMC	1300(5).41- AMC - Clearance with Limited Evidence	41. CLE review periodicities should not exceed 12 months.	No
1300[08](05)042	[08]	Authorized	AMC	1300(5).42- AMC - Clearance with Limited Evidence	42. A CLE should have a maximum life of 5 years.	No
1300[08](05)043	[08]	Authorized	AMC	1300(5).43- AMC - Clearance with Limited Evidence	43. Where a CLE involves a change to Type Design, the MACP requirements should be met.	No
1300[08](05)044	[08]	Authorized	GM	1300(5).44 - GM -Clearance with Limited Evidence	44. While unusual, an Air System can be flown on the basis of a whole Air System CLE. However, this approach requires early engagement with the MAA and will require authorization by the Secretary of State for Defence.	Guidance
1300[08](05)045	[08]	Authorized	GM	1300(5).45 - GM -Clearance with Limited Evidence	45. There is an expectation that a CLE will be incorporated as a full RTS clearance within 5 years. It is recognized that factors may mitigate against obtaining sufficient evidence to be able to underpin an upgrade to a full RTS clearance. In this case the procedures outlined in MAA0320 must be followed. All CLEs with a life beyond 5 years, and those due to go beyond the 5 years prior to the next Air System Safety Working Group (ASSWG), will be articulated at the ASSWG.	Guidance
1300[08](05)046	[08]	Authorized	GM	1300(5).46 - GM -Clearance with Limited Evidence	46. For the avoidance of doubt, the use of a CLE does not in itself obviate the need for Certification of the Design Change / Air System iaw the MACP detailed in RA 5810. If the TAA proposes to make an RTS Recommendation prior to full completion of the MACP, then a Waiver must be sought against the application of RA 5810.	Guidance
1300[08](06)	[08]	Authorized	Regulation	1300(6) - Regulation - Authorization	1300(6) The RTS and subsequent changes shall be authorized by the RTSA.	No
1300[08](06)047	[08]	Authorized	AMC	1300(6).47- AMC - Authorization	47. The RTSA should conduct independent Assurance of the ASSC prior to authorization of the initial RTS.	No
1300[08](06)048	[08]	Authorized	AMC	1300(6).48- AMC - Authorization	48. The initial issue and subsequent changes to the RTS should be authorized by the RTSA with delegated authority from the appropriate SDH. The RTSA has the right to delegate authority to authorize changes to a DRTSA who should be OF5 (or equivalent) or above.	No
1300[08](06)049	[08]	Authorized	GM	1300(6).49 - GM - Authorization	49. The RTSA will assure that all organizations that have a long term role and involvement with the RTS and the ASSC are kept informed of changes to the design standard. The ODH will assure that any changes to the usage In-Service are reflected in the Statement of Operating Intent and Usage and that the RTSA and TAA are informed of such changes.	Guidance
1300[08](07)	[08]	Authorized	Regulation	1300(7) - Regulation - ConfigurationConfiguration Control and Audit Trail	1300(7) The RTS shall be amended and maintained to reflect the Aircrew related configuration(s) of the Air System.	Yes
1300[08](07)050	[08]	Authorized	AMC	1300(7).50- AMC - Configuration Control and Audit Trail	50. The RTS should be amended to reflect any changes to limitations arising from changes in design, operation, or the conditions in which the Air System is used throughout the Air System's In-Service life.	Yes
1300[08](07)051	[08]	Authorized	AMC	1300(7).51- AMC - Configuration Control and Audit Trail	51. The Air System's TAA should ensure all changes to limitations of the Air System are recorded in the RTSR.	Yes
1300[08](07)052	[08]	Authorized	AMC	1300(7).52- AMC - Configuration Control and Audit Trail	52. The RTSA should provide and maintain an auditable trail for all changes to the RTS.	No
1300[08](07)053	[08]	Authorized	GM	1300(7).53 - GM - Configuration Control and Audit Trail	53. The full Audit trail need not be produced in Part G of the RTS.	Guidance
1300[08](07)054	[08]	Authorized	GM	1300(7).54 - GM - Configuration Control and Audit Trail	54. Amendments to the RTS will be required when limitations or restrictions are removed, revised or introduced. These may occur as a result of: a. Modifications which alter the design standard; b. Where other changes affecting limitations or restrictions are authorized; or c. When documents referenced in the RTS are raised in issue or amendment number.	Guidance

1305[01]	[01]	Authorized	RA	1305 - RA (Initial Issue) - Military Permit to Fly (In-Service), (Special Case Flying) and (Single Task)	A Military Permit to Fly (MPTF) (In-Service) and MPTF (Special Case Flying) is the flight release and limitations document [1] authorizing the operation of an Air System in the Civilian Operated (In-Service) and Civilian Operated (Special Case Flying) Operating Categories. A MPTF (Single Task) permits the bespoke flight release limitations for a specific flight outside of a MPTF (In-Service) or MPTF (Special Case Flying). Not having a MPTF (In-Service), MPTF (Special Case Flying) or MPTF (Single Task) could result in the Accountable Manager (Military Flying) (AM(MF)) and Aircrew not knowing the limitations on the Air System. This RA describes the process and Air Safety governance requirements for authorization and issue of a MPTF (In Service), MPTF (Special Case Flying) and MPTF (Single Task). Definitions Relevant to this RA 1. MPTF (In-Service). The MPTF (In-Service) is the flight release and limitations document applicable to Air Systems being operated by a Contractor Flying Approved Organization Scheme (CFAOS) in the Civilian Operated (In-Service) Operating Category. 2. MPTF (Special Case Flying). The MPTF (Special Case Flying) is the flight release and limitation document applicable to Air Systems being operated by a CFAOS in the Civilian Operated (Special Case Flying) Operating Category. 3. MPTF (Single Task). The MPTF (Single Task) is the flight release and limitations document for bespoke circumstances when an Air System is required to operate outside its extant MPTF (In-Service) or MPTF (Special Case Flying). An example being a ferry flight following damage to the Air System. An MPTF (SingleTask) will apply for a single flight (or a series of multi-sector ferry flights) and will reflect the defined conditions under which the Air System is deemed safe to operate. Applicability of this RA 4. This RA applies to Air Systems, except Open and Specific S1 Category Remotely Piloted Aircraft Systems (RPAS), operating in the Civilian Operated (InService) and Civil Operated (Special Case Flying) Operating Categories. [1] Analogous to the Release To Service (RTS) authorizing the operation of an Air System in the Military Operated (In-Service) Defence Air Environment operating category.	No
1305[01](01)	[01]	Authorized	Regulation	1305(1) - Regulation - Requirement for a Military Permit to Fly (In-Service)	Civilian Operated (In-Service) Air Systems shall operate under an MPTF (In-Service).	No
1305[01](01)005	[01]	Authorized	AMC	1305(1).5 - AMC - Requirement for a Military Permit to Fly (In-Service)	The MPTF (In-Service) should be an integrated document, with all clearances and associated limitations detailed in the appropriate parts and: a. Follow the format shown in the MPTF (In-Service) template (held on the MAA websites). b. Define the as-flown configuration(s) of the Air System, establish the boundary and context for the supported Air System Safety Case (ASSC) and detail any procedural safety mitigations required. c. Detail the permitted flight envelope of the Air System, including actions that are not permitted. d. Include all Equipment Not Basic to the Air System (ENBAS) [2] that is authorized to be carried in or fitted to the Air System [3]. e. Airworthiness and Equipment Safety Assessment limitations for all aspects of the Air System's operation as approved in the MPTF (In-Service) Recommendation. f. Include all temporary information affecting the MPTF (In-Service). g. Record all Special Clearances [4] including Clearances with Limited Evidence (CLE). Operating Emergency Clearances should not be permitted within the MPTF (In-Service). h. Include an audit trail of amendments. i. Be subject to a formal review on a routine basis. j. Include a Minimum Equipment List (MEL). The Type Airworthiness Authority (TAA) should ensure that the Equipment Safety Assessment (ESA) takes account of the MEL, which is normally derived from the Design Organizations (DO) generic Master MEL for the Air System, but can be made more restrictive by the TAA, in consultation with the Air System's Military Continuing Airworthiness Manager (Mil CAM), as appropriate for the operating context. k. Include procedures and limitations for the Carriage, Release and Jettison (CR&J) of Airborne Equipment (AE) or Air Launched Weapons (ALW), which should be in the format detailed in RA 1345 [5] and RA 1350 [6], respectively. [2] Refer to RA 1340 – Equipment Not Basic to the Air System. [3] This RA is not applicable to items properly classified as cargo. Cargo is regulated by the Movement and Transport Safety Regulator as directed by JSP 800. [4] Refer to RA 1330 – Special Clearances. [5] Refer to RA 1345 – The Compendium of Airborne Equipment Release Certificates. [6] Refer to RA 1350 – Air Launched Weapon Release.	No
1305[01](01)006	[01]	Authorized	AMC	1305(1).6 - AMC - Requirement for a Military Permit to Fly (In-Service)	There may be an urgent need to operate the Air System for a MPTF (Single Task), beyond the approved limitations and constraints of the extant MPTF (InService), where a MPTF (Single Task) should be issued and authorized [7]. [7] Refer to RA 1305(4): Military Permit to Fly (Single Task).	No
1305[01](01)007	[01]	Authorized	AMC	1305(1).7 - AMC - Requirement for a Military Permit to Fly (In-Service)	The content of the MPTF (In-Service) should be: a. Auditable and traceable back to the source data. b. Maintained by the Operator throughout the In-Service life of the Air System and appropriate data retained in accordance with (iaw) RA 1225 [8]. [8] Refer to RA 1225 – Air Safety Documentation Audit Trail.	No
1305[01](01)008	[01]	Authorized	GM	1305(1).8 - GM - Requirement for a Military Permit to Fly (In-Service)	The MPTF (In-Service) is a limitations-based document supported, where necessary, by evidence from all Defence Lines of Development (DLoD).	Guidance
1305[01](02)	[01]	Authorized	Regulation	1305(2) - Regulation - Military Permit to Fly (In-Service) Recommendation	The TAA shall submit the Initial MPTF (In-Service) Recommendation or Major changes to the Operating Centre Director (OCD). The OCD shall approve and issue the MPTF (In-Service) Recommendation	No

1305[01](02)009	[01]	Authorized	AMC	1305(2).9 - AMC - Military Permit to Fly (In-Service) Recommendation	Preparation of the data to support the MPTF Recommendation should be completed by an appropriate Type Airworthiness Manager (TAM).	No
1305[01](02)010	[01]	Authorized	AMC	1305(2).10 - AMC - Military Permit to Fly (In-Service) Recommendation	The TAA should certify the initial issue of MPTF (In-Service) Recommendation and subsequent amendment and re-issue. Amendments to, or re-issues of, the MPTF (In-Service) recommendation should only be made by the TAM if agreed within the Sponsor's approved model for Type Airworthiness (TAw) management.	No
1305[01](02)011	[01]	Authorized	AMC	1305(2).11 - AMC - Military Permit to Fly (In-Service) Recommendation	The MPTF (In-Service) Recommendation evidence should provide the argument, backed up by appropriate evidence, that supports the Airworthiness arguments of the MPTF (In-Service). All clearances and associated limitations should be in a format consistent with the MPTF (In-Service) structure.	No
1305[01](02)012	[01]	Authorized	AMC	1305(2).12 - AMC - Military Permit to Fly (In-Service) Recommendation	The TAA should submit the initial MPTF (In-Service) Recommendation and major change evidence to the nominated OCD for approval and issue. Amendments to the MPTF (In-Service) Recommendation made by the TAM should be reviewed by the TAA and submitted to the OCD for approval and issue.	No
1305[01](02)013	[01]	Authorized	AMC	1305(2).13 - AMC - Military Permit to Fly (In-Service) Recommendation	As the approving authority for the MPTF (In-Service) Recommendation, the OCD should be at 2* level or above with an appropriate Airworthiness delegation.	No
1305[01](02)014	[01]	Authorized	AMC	1305(2).14 - AMC - Military Permit to Fly (In-Service) Recommendation	The OCD should submit the initial MPTF (In-Service) Recommendation or major change evidence to the MAA for independent review.	No
1305[01](02)015	[01]	Authorized	AMC	1305(2).15 - AMC - Military Permit to Fly (In-Service) Recommendation	Once reviewed by the MAA, the OCD should issue the MPTF (In-Service) Recommendation to the Sponsor.	No
1305[01](02)016	[01]	Authorized	AMC	1305(2).16 - AMC - Military Permit to Fly (In-Service) Recommendation	The Sponsor should ensure appropriate independent scrutiny of the MPTF (InService) Recommendation, alongside the operator submitted MPTF (In-Service).	No
1305[01](02)017	[01]	Authorized	AMC	1305(2).17 - AMC - Military Permit to Fly (In-Service) Recommendation	The initial MPTF (In-Service) Recommendation should include, as a key component, the outcome of the MAA's Military Air Systems Certification Process (MACP) [9], or equivalent MAA assessment of the Civilian Type Certificate. [9] Refer to RA 5880 – Military Permit to Fly (MRP 21 Subpart P).	No
1305[01](02)018	[01]	Authorized	GM	1305(2).18 - GM - Military Permit to Fly (In-Service) Recommendation	The MPTF (In-Service) Recommendation is the statement, certified by the TAA and submitted to the OCD and Sponsor, that an ESA has been prepared for the Air System and an acceptable level of Airworthiness has been achieved.	Guidance
1305[01](02)019	[01]	Authorized	GM	1305(2).19 - GM - Military Permit to Fly (In-Service) Recommendation	There is a requirement for type certification evidence to support the issue of a Military Type Certificate (MTC) or an Approved Design Change Certificate (ADCC). These certificates may draw on the recommendations of other official certification bodies; the MPTF Recommendation may also use this information. Some examples are: a. Military Variants of Civil Air Systems and Military Registered Civilian-Owned Air System. The MPTF (In-Service) may be based on the Civil Type Certificate and the civil Flight Manual of the Air Systems concerned which, once approved by the MAA, will be recognized by issue of a MTC or ADCC. b. Foreign Military Air Systems. The MPTF (In-Service) may draw on the Type Certificate of an Airworthiness Authority that has been recognized [10] by the MAA which, once approved by the MAA, will be recognized by issue of a MTC or ADCC. [10] Refer to MAA/RN/2015/08 (D Tech) – Recognition of Other Military Airworthiness Regulators.	Guidance
1305[01](02)020	[01]	Authorized	GM	1305(2).20 - GM - Military Permit to Fly (In-Service) Recommendation	To facilitate delivery of the Air System into Service it might be necessary to clear certain aspects of the Air System in advance of others. In such cases, the MPTF (In-Service) will proceed in stages. The priority of each stage will be agreed between the appropriate Front Line Command Capability organization or AM(MF), the Sponsor and the TAA.	Guidance
1305[01](02)021	[01]	Authorized	GM	1305(2).21 - GM - ENBAS	For ENBAS, the TAM and / or TAA is to ensure that the equipment safety evidence covers all aspects of the proposed Air System's use and is appropriately addressed through an ESA. The TAA and / or TAM is to ensure this safety evidence supports the AM(MF)s ASSC and if necessary, is captured in the relevant MPTF (InService) by including any associated Air System limitations applicable to the ENBAS.	Guidance
1305[01](02)022	[01]	Authorized	GM	1305(2).22 - GM - MAA Independent Assurance of the MPTF (In-Service) Recommendation	MAA Independent Assurance of the MPTF (In-Service) Recommendation. The MAA independent audit of the MPTF (In-Service) Recommendation will examine Equipment DLoD aspects of the MPTF (In-Service) Recommendation, equipment risks and any associated Risk to Life, the communication of those risks to the Sponsor and Operating Duty Holder / AM(MF) and, where appropriate, proposed mitigations. The MAA audit will result in an Audit Report, covered by a Sponsor Assurance Letter to the Sponsor for his consideration, giving MAA advice on the Equipment DLoD aspects of the MPTF (In-Service) Recommendation.	Guidance
1305[01](03)	[01]	Authorized	Regulation	1305(3) - Regulation - Military Permit to Fly (In-Service) Preparation and Authorization	The MPTF (In-Service) shall be prepared by the Operator and shall be authorized by the Sponsor.	No
1305[01](03)023	[01]	Authorized	AMC	1305(3).23 - AMC - Military Permit to Fly (In-Service) Preparation and Authorization	The MPTF (In-Service) should be prepared by the Operator, ensuring appropriate input from all DLoD leads.	No
1305[01](03)024	[01]	Authorized	AMC	1305(3).24 - AMC - Military Permit to Fly (In-Service) Preparation and Authorization	As the authorizing authority for the MPTF (In-Service) the Sponsor should be at 2* level or above with an appropriate delegation from the relevant service Chief of Staff or Chief Executive Officer.	No

1305[01](03)025	[01]	Authorized	AMC	1305(3).25 - AMC - Military Permit to Fly (In-Service) Preparation and Authorization	Prior to authorizing the MPTF (In-Service) and subsequent amendments the Sponsor should: a. Ensure an appropriate level of independent scrutiny of the MPTF (InService) Recommendations and MPTF (In-Service) is undertaken. b. Obtain a Certificate of Registration for the Air System from the MAA [11]. c. Be satisfied that all Risk to Life (RtL) has been identified and brought to the attention of the AM(MF), who has made a Safety Statement to the effect that the RtL has been reduced to As Low as Reasonably Practicable and Tolerable. d. Be satisfied that all DLoDs are at an appropriate level of maturity. e. Be satisfied that an Air Safety Management System (ASMS) is in place that describes how changes to an Air System, and any associated limitations and procedure, are to be managed. f. Be engaged with the AM(MF)s ASSC governance structure to ensure the Operator has appropriate means to ensure the integrity of the MPTF (InService) is maintained. [11] Refer to RA 1161(3): Request for Activation on the UK Military Aircraft Register.	No
1305[01](03)026	[01]	Authorized	AMC	1305(3).26 - AMC - Military Permit to Fly (In-Service) Preparation and Authorization	Amendments to the MPTF (In-Service) should be prepared by the TAM and should be reviewed by the Operator and TAA before submission to the Sponsor for authorization.	No
1305[01](03)027	[01]	Authorized	GM	1305(3).27 - GM - Military Permit to Fly (In-Service) Preparation and Authorization	A flow chart summarizing the route to authorization of the MPTF (In-Service) is at Annex A.	Guidance
1305[01](03)028	[01]	Authorized	GM	1305(3).28 - GM - Military Permit to Fly (In-Service) Preparation and Authorization	When authorizing the MPTF (In-Service), the Sponsor is to take a proportionate based approach to the scrutiny that is required of the MPTF (In-Service) Recommendation and MPTF (In-Service), depending on the Air System's operating context. Independent scrutiny could be conducted by either a MOD organization (such as a Release To Service Authority) or a suitably independent, competent and experienced civilian organization.	Guidance
1305[01](03)029	[01]	Authorized	GM	1305(3).29 - GM - Military Permit to Fly (In-Service) Preparation and Authorization	As the authorizing authority for the MPTF (In-Service), the Sponsor will consider the submission in light of the independent MAA audit and the maturity of the other DLoDs as presented in an ASSC Report. The Sponsor may accept the MPTF (InService) Recommendation with risk outside the design safety target but is to ensure that the AM(MF) has made an associated statement of tolerability and that it is captured appropriately in the ASSC. In considering an MPTF (In-Service) Recommendation, the Sponsor is to, as a minimum: a. Obtain confirmation that all the operating and support elements necessary to preserve the Airworthiness of the Air System during operation are in place. b. Review the adequacy of the safety justification and consider the change in overall risk to the Air System. c. Highlight the implications on operating safety. d. Assure the sufficiency of the Air System Document Set.	Guidance
1305[01](03)030	[01]	Authorized	GM	1305(3).30 - GM - Military Permit to Fly (In-Service) Preparation and Authorization	Obtain assurance that the DLoDs are at an appropriate level of maturity.	Guidance
1305[01](04)	[01]	Authorized	Regulation	1305(4) - Regulation - Military Permit to Fly (Single Task)	Civilian Operated (In-Service) and Civilian Operated (Special Case Flying) Air Systems shall operate under an MPTF (Single Task) when required to operate outside the extant MPTF (In-Service) or MPTF (Special Case Flying).	No
1305[01](04)031	[01]	Authorized	AMC	1305(4).31 - AMC - Military Permit to Fly (Single Task)	The MPTF (Single Task) should: a. Follow the format shown in the MPTF (Single Task) template (held on the MAA websites). b. Refer to relevant parts of the MPTF (In-Service) or MPTF (Special Case Flying) for clearances and limitations that remain applicable for the single task flight activity. c. Define the additional clearances and associated limitations, beyond the Air Systems MPTF (In-Service) or MPTF (Special Case Flying), specific to the single task flight activity. d. Define any additional as-flown configuration(s) of the Air System. e. Include any additional ENBAS that is required to be carried in or fitted to the Air System for the purposes of the single task flight activity. f. Define any additional conditions to the MEL.	No
1305[01](04)032	[01]	Authorized	AMC	1305(4).32 - AMC - Military Permit to Fly (Single Task)	For Civilian Operated (In-Service) Air Systems, issue and authorization of the MPTF (Single Task) should be completed by the Sponsor's nominated TAA, with a copy sent to the Sponsor.	No
1305[01](04)033	[01]	Authorized	AMC	1305(4).33 - AMC - Military Permit to Fly (Single Task)	For Civilian Operated (Special Case Flying) Air Systems, issue and authorization of the MPTF (Single Task) should be completed by the Sponsor's nominated TAM, with a copy sent to the Sponsor and their nominated TAw assurer.	No
1305[01](04)034	[01]	Authorized	AMC	1305(4).34 - AMC - Military Permit to Fly (Single Task)	The decision to invoke the operating conditions of a MPTF (Single Task) should be notified to the appropriate OCD and the Sponsor by the TAA or TAM.	No
1305[01](04)035	[01]	Authorized	GM	1305(4).35 - GM - Military Permit to Fly (Single Task)	The MPTF (Single Task) is a single task flight activity limitations and constraints based document, supported where necessary by evidence from all DLoDs.	Guidance
1305[01](04)036	[01]	Authorized	GM	1305(4).36 - GM - Military Permit to Fly (Single Task)	Where the activity requires a series of ferry flights, within which the Airworthiness configuration and limitations imposed on the Air System remain unchanged, then a MPTF (Single Task) is valid.	Guidance
1305[01](05)	[01]	Authorized	Regulation	1305(5) - Regulation - Military Permit to Fly (Special Case Flying)	Civilian-Owned and Civilian Operated (Special Case Flying) Air Systems shall operate under a MPTF (Special Case Flying).	No

1305[01](05)037	[01]	Authorized	AMC	1305(5).37 - AMC - Military Permit to Fly (Special Case Flying)	The MPTF (Special Case Flying) should be an integrated document, with all clearances and associated limitations detailed in the appropriate parts and: a. Follow the format shown in the MPTF (Special Case Flying) template (held on the MAA websites). b. Define the as-flown configuration(s) of the Air System, establish the boundary and context for the supported ASSC and detail any procedural safety mitigations required. c. Include all ENBAS [2] that is authorized to be carried in or fitted to the Air System [3]. d. Include all temporary information affecting the MPTF (Special Case Flying). Special Clearances [4] should not be permitted within the MPTF (Special case Flying). e. Include an audit trail of amendments. f. Be subject to a formal review on a routine basis. g. Include a MEL that is derived from the DO's generic Master MEL for the Air System. h. Procedures and limitations for the CR&J of AE or ALW should be included in the MPTF (Special Case Flying) of the Air System. AE and ALW Release certificates should be in the format detailed in RA 1345 [5] and RA 1350 [6], respectively. [2] Refer to RA 1340 – Equipment Not Basic to the Air System. [3] This RA is not applicable to items properly classified as cargo. Cargo is regulated by the Movement and Transport Safety Regulator as directed by JSP 800. [4] Refer to RA 1330 – Special Clearances. [5] Refer to RA 1345 – The Compendium of Airborne Equipment Release Certificates. [6] Refer to RA 1350 – Air Launched Weapon Release.	No
1305[01](05)038	[01]	Authorized	AMC	1305(5).38 - AMC - Military Permit to Fly (Special Case Flying)	Preparation of data to support the MPTF (Special Case Flying) should be collated by an organization holding an appropriate MAA Design Approved Organization Scheme approval.	No
1305[01](05)039	[01]	Authorized	AMC	1305(5).39 - AMC - Military Permit to Fly (Special Case Flying)	Preparation of the MPTF (Special Case Flying) should be completed by the Operator, ensuring input from all DLoD leads.	No
1305[01](05)040	[01]	Authorized	AMC	1305(5).40 - AMC - Military Permit to Fly (Special Case Flying)	The MPTF (Special Case Flying) should be approved by the TAM.	No
1305[01](05)041	[01]	Authorized	AMC	1305(5).41 - AMC - Military Permit to Fly (Special Case Flying)	Sponsor should ensure Independent scrutiny of the MPTF (Special Case Flying) is completed.	No
1305[01](05)042	[01]	Authorized	AMC	1305(5).42 - AMC - Military Permit to Fly (Special Case Flying)	Once satisfied with the MPTF (Special Case Flying); the independent scrutiny; and upon receipt of the Certification of Registration, the Sponsor should authorize commencement of flying operations by issue of the Certificate of Commencement of Flight to the AM(MF) (template held on the MAA websites).	No
1305[01](05)043	[01]	Authorized	AMC	1305(5).43 - AMC - Military Permit to Fly (Special Case Flying)	Amendments to the MPTF (Special Case Flying), and the subsequent changes to the authorized MPTF (Special Case Flying), should follow the same order as detailed in this regulation and should be made by the TAM, notifying the Sponsor of the changes made.	No
1305[01](05)044	[01]	Authorized	GM	1305(5).44 - GM - Military Permit to Fly (Special Case Flying)	A flow chart summarizing the route to authorization of the MPTF (Special Case Flying) is at Annex A.	Guidance
1310[07]	[07]	Authorized	RA	1310 - RA (Issue 7) - Air System Document Set	Air Systems can only be operated and maintained safely if there exists a set of instructions which describes: operating procedures, operating limitations and Maintenance procedures. These publications are known collectively as the Air System Document Set (ADS). Deficiencies within the ADS may mean the Air System is no longer Safe to Operate, or being Operated Safely. This RA requires individuals and organizations to identify their responsibilities in maintaining the integrity of the ADS, throughout the life of the Air System.	Yes
1310[07](01)	[07]	Authorized	Regulation	1310(1) - Regulation - The Air System Document Set	The Type Airworthiness Authority (TAA)[1], Commodity Chief Engineer (CE)[2], Operating Duty Holder (ODH) / Accountable Manager (Military Flying) (AM(MF)) and Release To Service Authority (RTSA) shall define the scope, develop and maintain their contributions to the ADS. [1] Where the Air System is Civilian-Owned, ownership of regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model for Type Airworthiness (TAw) management; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems. Dependent on the agreed split of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA. [2] Although a Commodity CE is not the delegated authority to amend the ADS (refer to RA 1003 – Delegation of Airworthiness Authority and Notification of Air Safety Responsibility), the TAA is critically reliant upon Commodity CE inputs in manuals to maintain Airworthiness and meet the TAA's Type Airworthiness Safety Assessment.	Yes
1310[07](01)001	[07]	Authorized	AMC	1310(1).1 - AMC - The Air System Document Set	The ADS is a bespoke set of instructions for each Air System and its scope should be defined by the TAA, Commodity CE, ODH / AM(MF) and RTSA's contributions, as applicable.	Yes

1310[07](01)002	[07]	Authorized	AMC	1310(1).2 - AMC - The Air System Document Set	The TAA should produce an ADS management plan, in consultation with the Commodity CE, ODH / AM(MF) and RTSA, which: a. Defines the contributions of the TAA, Commodity CE, ODH / AM(MF) and RTSA. b. Details who is authorized[3] to approve and make changes to the scope and content of the ADS. c. Ensures that all operating procedures, operating limitations and Maintenance instructions needed to maintain Airworthiness are developed in accordance with the Type Certification Basis[4]. d. Ensures that amendments to the ADS are promulgated to relevant users in a timely manner. e. Describes the processes to ensure the ADS is managed effectively throughout the Air System's complete life cycle. f. Describes the processes for Validation and Verification of the ADS. g. Describes the processes for the management of Unsatisfactory Feature Reports (UFR). [3] Refer to RA 1003 – Delegation of Airworthiness Authority and Notification of Air Safety Responsibility and RA 5850 – Military Design Approved Organization (MRP Part 21 Subpart J). [4] Refer to RA 5810 – Military Type Certificate (MRP Part 21 Subpart B).	Yes
1310[07](01)003	[07]	Authorized	AMC	1310(1).3 - AMC - The Air System Document Set	The TAA should: a. Define the scope and structure of the Aircrew Publications (AP)[5] and Instructions for Sustaining Type Airworthiness (ISTA)[6] within a leaflet in the Orders and Instructions issued by the TAA (Topic 2(N/A/R)1)[7]. b. Provide the ODH / AM(MF) with source material to feed into the Air Transport Operation Manuals (ATOM). c. Provide the source material for the Release To Service (RTS) within the RTS Recommendation (RTSR)[8]. d. Provide the source material for a Military Permit To Fly (MPTF)[9]. e. Ensure the Statement of Operating Intent (SOI) / Statement of Operating Intent and Usage (SOIU) is published in the ADS once authorized by the Aircraft Operating Authority (AOA)[10]. [5] Refer to RA 5406 – Aircrew Publications. [6] Refer to RA 5815 – Instructions for Sustaining Type Airworthiness. [7] The Topic number in brackets are legacy military references. [8] Refer to RA 1360 – Release To Service Recommendations Preparation and Authorization. [9] Where an Air System is operated under MPTF, refer to RA 5880 – Military Permit to Fly (Development) (MRP Part 21 Subpart P) or RA 1305 – Military Permit to Fly (In-Service), (Special Case Flying) and (Single Task). [10] Refer to MAA01: MAA Regulatory Policy, Chapter 3, paragraph 10.	Yes
1310[07](01)004	[07]	Authorized	AMC	1310(1).4 - AMC - The Air System Document Set	The Commodity CE should: a. Prepare ISTA as required by the TAA[6] for Commodity Delivery Team provisioned Products, Parts and Appliances and Air Launched Weapons. b. Approve Maintenance Manuals to support off-aircraft Maintenance of Products, Parts and Appliances. c. Approve Maintenance Manuals to support off-aircraft equipment, which is required by the TAA's Type Airworthiness Safety Assessment[11] and the ODH / AM(MF)'s Air System Safety Case[12]. [6] Refer to RA 5815 – Instructions for Sustaining Type Airworthiness. [11] Refer to RA 1220 – Delivery Team Airworthiness and Safety. [12] Refer to RA 1205 – Air System Safety Cases.	No
1310[07](01)005	[07]	Authorized	AMC	1310(1).5 - AMC - The Air System Document Set	Where appropriate the ODH / AM(MF) in collaboration with the Joint Air Delivery Test and Evaluation Unit (JADTEU), should define the scope, structure and manage the ATOM.	No
1310[07](01)006	[07]	Authorized	AMC	1310(1).6 - AMC - The Air System Document Set	Where appropriate the RTSA[13] should authorize and issue an initial RTS and subsequent RTS amendments. [13] Refer to RA 1300 – Release To Service.	No
1310[07](01)007	[07]	Authorized	GM	1310(1).7 - GM - The Air System Document Set	The ADS management plan. In developing the ADS management plan, the following may be considered: a. Stakeholders, including the scope and nature of their responsibilities. b. Governance, including the meetings (agenda, frequency and attendees) and review procedures that will be used periodically to assess the ADS and share the status of activities between relevant stakeholders. c. Configuration management, detailing the processes for maintaining and updating the ADS to reflect the RTS / MPTF cleared configuration of the Air System. d. Amendments may be made by means of a MOD Form 765 UFR, MOD Form 765X Aircrew Publications Amendment Request or equivalent.	Guidance
1310[07](01)008	[07]	Authorized	GM	1310(1).8 - GM - The Air System Document Set	Aircrew Publications. Aircrew Publications[5] are the TAA approved user information on the technical details, performance and handling characteristics of an Air System. They also include the normal operating and emergency procedures. [5] Refer to RA 5406 – Aircrew Publications.	Guidance
1310[07](01)009	[07]	Authorized	GM	1310(1).9 - GM - The Air System Document Set	ISTA. ISTA[6] are TAA approved Instructions and combined suite of methods, inspections, processes, and procedures necessary to maintain an Air System's Type and Continuing Airworthiness and ability to deliver its operational capabilities. [6] Refer to RA 5815 – Instructions for Sustaining Type Airworthiness.	Guidance

1310[07](01)010	[07]	Authorized	GM	1310(1).10 - GM - The Air System Document Set	ATOM. JADTEU are the subject matter experts on all air transport information. The ATOM is the suite of publications used to enable the effective delivery of air transport capability for a given Air System. It is comprised of five key parts: a. General information and the carriage of personnel and cargo (Topic 11A). b. Tie-down schemes - planned and special loads (Topic 11B). c. Carriage and despatch of parachutists and / or air-dropped loads - Parachuting of personnel and air-dropping of loads (Topic 11C). d. Loading information (Topic 11D). e. Underslung Load Clearance (USLC).	Guidance
1310[07](01)011	[07]	Authorized	GM	1310(1).11 - GM - The Air System Document Set	SOI / SOIU. The SOI is the means by which the AOA formally conveys the operating intent for a new Air System type or major mark to the TAA. The SOI is converted into an SOIU as soon as sufficient representative In-Service usage data is accumulated, no later than 3 years after In-Service Date (ISD).	Guidance
1310[07](01)012	[07]	Authorized	GM	1310(1).12 - GM - The Air System Document Set	The appropriate AOA owns and authorizes each issue of, and any amendment to, the SOI / SOIU. The AOA will advise the TAA, via the SOI / SOIU (which will state the operating parameters and conditions the Air System is operating in, or expected to operate in), about any changes to the operating parameters and conditions to enable the TAA to plan and carry out engineering activities to support the Air System's intended usage.	Guidance
1310[07](01)013	[07]	Authorized	GM	1310(1).13 - GM - The Air System Document Set	RTS. The RTS[13] is the document that authorizes Service flying. It is based on the RTSR and includes the definitive limits for the Air System. [13] Refer to RA 1300 – Release To Service.	Guidance
1310[07](02)	[07]	Authorized	Regulation	1310(2) - Regulation - Validation of the Air System Document Set	The TAA, Commodity CE and ODH / AM(MF) shall ensure, through validation, that all the information contained within their contribution to the ADS is technically accurate.	Yes
1310[07](02)014	[07]	Authorized	AMC	1310(2).14 - AMC - Validation of the Air System Document Set	The TAA, Commodity CE or ODH / AM(MF) should ensure that quality assurance processes are in place to validate that all the information contained within the ADS is technically accurate before first use.	No
1310[07](02)015	[07]	Authorized	AMC	1310(2).15 - AMC - Validation of the Air System Document Set	The TAA, Commodity CE or ODH / AM(MF) should ensure that the ADS is reviewed on a regular basis to ensure its continued validity and accuracy.	No
1310[07](02)016	[07]	Authorized	AMC	1310(2).16 - AMC - Validation of the Air System Document Set	When practical validation trials are deemed necessary, they should be conducted under conditions that provide reasonable assurance that the procedure can be accomplished under normal In-Service conditions.	No
1310[07](02)017	[07]	Authorized	AMC	1310(2).17 - AMC - Validation of the Air System Document Set	Flight or safety-critical procedures should be validated by practical trial, except where it can be shown that such procedures have already been accomplished on identical installations, for example, civil aeroplanes / equipment adopted for Service use.	No
1310[07](02)018	[07]	Authorized	AMC	1310(2).18 - AMC - Validation of the Air System Document Set	Descriptive material should be validated by means of a comparative check against design source material to ensure its accuracy.	No
1310[07](02)019	[07]	Authorized	AMC	1310(2).19 - AMC - Validation of the Air System Document Set	At the conclusion of validation, all work delivered to the TAA or Commodity CE for acceptance should be accompanied by evidence that validation has been completed.	No
1310[07](02)020	[07]	Authorized	GM	1310(2).20 - GM - Validation of the Air System Document Set	Procedural material may be validated in one or more of three ways: a. A practical trial of the procedure. b. A simulated practical trial whereby the text is taken to the materiel concerned and the procedure is 'talked through'. c. A 'table-top' comparison with a similar procedure that has been subject to practical trial.	Guidance
1310[07](03)	[07]	Authorized	Regulation	1310(3) - Regulation - Verification of the Air System Document Set	The TAA, Commodity CE and ODH / AM(MF) shall ensure that the relevant quality checks are carried out to verify that all the information contained within their contribution to the ADS is safe in application and suitable for its intended purpose.	Yes
1310[07](03)021	[07]	Authorized	AMC	1310(3).21 - AMC - Verification of the Air System Document Set	The TAA, Commodity CE or ODH / AM(MF) should implement a process that satisfies themselves[14], through verification, that the information contained within the validated ADS meets the user requirement, can be used for its intended purpose by operators and maintainers under normal operating conditions and is coherent with authorized limitations[15], [16]. [14] Using operators and / or maintainers where required, or an individual akin to a User Authenticator. [15] Such as those within the RTS. [16] See the Defence Aircrew Publications Guide for further info.	Yes
1310[07](03)022	[07]	Authorized	GM	1310(3).22 - GM - Verification of the Air System Document Set	Nil.	Guidance

1330[05]	[05]	Authorized	RA	1330 - RA (Issue 5) - Release To Service Special Clearances	There may be a requirement for the clearance of operational equipment and materiel where the operating risk is greater than that normally acceptable or when there is insufficient evidence to support a normal Release To Service (RTS) clearance[1], particularly when employment of the capability can be justified where there is insufficient time to complete a full safety assessment. Not having a process that enables the operation of an Air System outside of its Design Safety Target[2], [3] or without full evidence to support RTS could lead to the constraint of operationally essential output. By enabling Special Clearances, a risk-based approach to operational delivery can be made that enables flying to take place outside of an Air System's Design Safety Target[3], or whilst evidence is collated that will lead to full RTS[1]. [1] Remotely Piloted Air System (RPAS) operating in the Open and Specific S1 sub-category do not have an RTS but rely on a Letter of Endorsed Categorization which, for the purposes of this regulation, is the equivalent to an RTS. [2] Refer to RA 1230 – Design Safety Targets. [3] Not applicable to RPAS operating in the Open and Specific S1 sub-category.	Yes
1330[05](01)	[05]	Authorized	Regulation	1330(1) - Regulation - Operational Emergency Clearance	An Operational Emergency Clearance (OEC) shall be invoked when there is likely to be an increased Risk to Life (RtL) associated with the Air System's usage, compared to the risk identified within the Design Safety Target.	No
1330[05](01)001	[05]	Authorized	AMC	1330(1).1 - AMC - Operational Emergency Clearance	An OEC should be identified when the Air System is to be operated outside of its declared Design Safety Target.	No
1330[05](01)002	[05]	Authorized	AMC	1330(1).2 - AMC - Operational Emergency Clearance	An OEC should be authorized by the Release To Service Authority (RTSA) and only enabled at Operating Duty Holder (ODH) level for a given activity and defined period. The Letter of Delegation from 2* RTSA to Delegated RTSA (DRTSA) should include the terms of the delegation by which the DRTSA is empowered to authorize an OEC.	No
1330[05](01)003	[05]	Authorized	AMC	1330(1).3 - AMC - Operational Emergency Clearance	The ODH should review their Safety Statement in accordance with RA 1205[4]. [4] Refer to RA 1205 – Air System Safety Cases.	No
1330[05](01)004	[05]	Authorized	AMC	1330(1).4 - AMC - Operational Emergency Clearance	The ODH should declare, in their Safety Statement, to which Operation (including training for said Operation) the OEC applies.	No
1330[05](01)005	[05]	Authorized	AMC	1330(1).5 - AMC - Operational Emergency Clearance	OEC review periodicities should not exceed 12 months.	No
1330[05](01)007	[05]	Authorized	GM	1330(1).7 - GM - Operational Emergency Clearance	An OEC will only be used for flight under the following circumstances: a. In conditions of actual or potential hostile enemy action. b. In the evaluation of options needed for contingency planning.	Guidance
1330[05](01)008	[05]	Authorized	GM	1330(1).8 - GM - Operational Emergency Clearance	The Type Airworthiness Authority (TAA) will ensure that a clear explanation of the applicable equipment contribution to RtL, and related operating instructions to support an OEC are incorporated in the Air System Document Set.	Guidance
1330[05](01)009	[05]	Authorized	GM	1330(1).9 - GM - Operational Emergency Clearance	The ODH will ensure that the authority required for an OEC to be enabled, guidance on the risk involved, and related operating instructions are specified in appropriate flying orders.	Guidance
1330[05](01)010	[05]	Authorized	GM	1330(1).10 - GM - Operational Emergency Clearance	The TAA must subject the proposed OEC to a safety analysis and update the existingType Airworthiness Safety Assessment[5] (TASA) as appropriate. [5] Refer to RA 1220 – Delivery Team Airworthiness and Safety.	Guidance
1330[05](02)	[05]	Authorized	Regulation	1330(2) - Regulation - Clearance with Limited Evidence	A Clearance with Limited Evidence (CLE) shall be raised when insufficient evidence is available to support the normal standards required for an RTS clearance.	Yes
1330[05](02)011	[05]	Authorized	AMC	1330(2).11 - AMC - Clearance with Limited Evidence	A CLE should be used when a fully substantiated TASA is not available to support a full RTS clearance but, on the balance of available evidence, clearance is judged to remain within the required Design Safety Target. If the RtL is judged to be greater than the risk identified within the Design Safety Target, then an OEC should be invoked.	Yes
1330[05](02)012	[05]	Authorized	AMC	1330(2).12 - AMC - Clearance with Limited Evidence	A CLE should be authorized by the RTSA. The Letter of Delegation from 2* RTSA to DRTSA should include whether the DRTSA is empowered to authorize CLE.	Yes
1330[05](02)013	[05]	Authorized	AMC	1330(2).13 - AMC - Clearance with Limited Evidence	CLE review periodicities should not exceed 12 months.	No
1330[05](02)014	[05]	Authorized	AMC	1330(2).14 - AMC - Clearance with Limited Evidence	A CLE should have a maximum life of 5 years.	No
1330[05](02)015	[05]	Authorized	AMC	1330(2).15 - AMC - Clearance with Limited Evidence	Where a CLE involves a change to Type Design, the MACP requirements of RA 5820[6] should be met. [6] Refer to RA 5820 – Changes to Type Design (MRP Part 21 Subpart D).	Yes
1330[05](02)016	[05]	Authorized	GM	1330(2).16 - GM - Clearance with Limited Evidence	\	Guidance
1330[05](02)017	[05]	Authorized	GM	1330(2).17 - GM - Clearance with Limited Evidence	A CLE can become a fully authorized RTS clearance only with the provision of suitable additional evidence.	Guidance

1330[05](02)018	[05]	Authorized	GM	1330(2).18 - GM - Clearance with Limited Evidence	There is an expectation that a CLE will be incorporated as a full RTS clearance within 5 years. It is recognised that factors may mitigate against obtaining sufficient evidence to be able to underpin an upgrade to a full RTS clearance. In this case the procedures outlined in MAA03[7] must be followed. [7] Refer to MAA03: Military Aviation Authority Regulatory Processes.	Guidance
1340[04]	[04]	Authorized	RA	1340 - RA (Issue 4) - Equipment Not Basic to the Air System	Equipment Not Basic to the Air System (ENBAS) is the generic term used for weapons[1], Role Equipment, releasable stores, Airborne Equipment, Aircrew Equipment Assemblies, Carry-on Equipment and other items used to support[2] the operation of the Air System[3]; such equipment will form part of the Air System Safety Case (ASSC)[4] and it is fundamental that these are included in the Release To Service (RTS) or appropriate Military Permit To Fly (MPTF)[5]. Not having all ENBAS identified and understood (eg use, limitations, etc) in the RTS or appropriate MPTF and ASSC could result in the Air System's stakeholders incorrectly utilizing the ENBAS. To ensure ENBAS are correctly and completely identified and understood within the RTS or appropriate MPTF and ASSC, Safety Assessments are required for each equipment type. The ENBAS defined in the RTS or appropriate MPTF are the definitive ENBAS for the Air System, and allow for peacetime training, exercise, contingency, threat and war conditions. [1] In this RA, "weapons" refers to: hand-held weapons (eg pistols, rifles, etc) and Air Launched Weapons (as defined in MAA02: MAA Master Glossary). [2] This RA is not applicable to items properly classified as cargo. Cargo is regulated by the Movement and Transport Safety Regulator as directed by JSP 800: Defence Movement and Transport Regulations. [3] ENBAS does not include Ground Support Equipment, test equipment or equipment not intended for carriage during flight or equipment that does not affect the Airworthiness and / or Air Safety of the Air System. ENBAS does include elements relevant to the Remote Pilot Station of a Remotely Piloted Air System. [4] Refer to RA 1205 - Air System Safety Cases. [5] Refer to RA 1305 – Military Permit To Fly (In-Service), (Special Case Flying) and (Single Task); Refer to RA 5880 – Military Permit To Fly (Development) (MRP Part 21 Subpart P).	Yes
1340[04](01)	[04]	Authorized	Regulation	1340(1) - Regulation - Equipment Not Basic to the Air System	ENBAS shall be authorized in the RTS or appropriate MPTF.	Yes
1340[04](01)001	[04]	Authorized	AMC	1340(1).1 - AMC - Equipment Not Basic to the Air System	The Type Airworthiness Authority (TAA) and / or Type Airworthiness Manager (TAM)[6] should: a. Assure themselves that each item of ENBAS used to support the operation of the Air System has a Safety Assessment completed to their satisfaction, including but not limited to: (1) Aircraft all up mass. (2) Centre of Gravity of the Aircraft during: carriage, release and jettison. (3) Aircraft performance and handling characteristics. (4) Structural loading. (5) Electrical loading. (6) Equipment restraint and stability. (7) Electro-magnetic compatibility. (8) Environmental factors eg: (a) Vibration. (b) Humidity. (c) Contamination (fuels, oils etc). (d) If applicable; pressurization and depressurization. (e) Temperature. (f) Illumination (night vision device compatibility if required). (9) If applicable, safe separation of the ENBAS from the Aircraft during release and jettison, including avoidance of Aircraft self-damage. (10) Critical factors such as gust susceptibility, wind, turbulence and aerodynamics. (11) Failure modes, effects and their criticality to the ENBAS and the Air System. b. Consider human factors. c. Consider all aspects of the operation of equipment when carried on the Air System, when making a Release To Service Recommendation (RTSR) or appropriate MPTF Recommendation. d. Ensure ENBAS used to support the Air System is captured in, or referenced from the Air System Document Set[7] (ADS).	Yes
1340[04](01)003	[04]	Authorized	AMC	1340(1).3 - AMC - Equipment Not Basic to the Air System	The RTSA should consider the RTSR and if content provide an entry in the RTS[13]. [13] Refer to RA 1300 – Release To Service.	No
1340[04](01)004	[04]	Authorized	AMC	1340(1).4 - AMC - Equipment Not Basic to the Air System	The Sponsor[4] should consider the MPTF Recommendation and if content authorize the entry in the appropriate MPTF. [4] Refer to RA 1205 - Air System Safety Cases.	No
1340[04](01)005	[04]	Authorized	GM	1340(1).5 - GM - Safety Assessment	Responsibility for the provision of the Safety Assessment for ENBAS normally rest with the procuring Delivery Team Leader (DTL) and / or TAA.	Guidance
1340[04](01)006	[04]	Authorized	GM	1340(1).6 - GM - Safety Assessment	When addressing ENBAS in the ASSC, the advice of the TAA will have primacy.	Guidance

1340[04](01)007	[04]	Authorized	GM	1340(1).7 - GM - Airborne Equipment (AE) and Air Launched Weapons (ALW)	Notwithstanding the completeness of AE[14] and ALW[15] releases in respect to the equipment itself, the safety of carriage, release, jettison and despatch from a particular Air System still has to be addressed as part of the ASSC and RTS. The RTS thus gives authority for the use of the AE or ALW in Service. [14] Refer to RA 1345 – The Compendium of Airborne Equipment Release Certificates. [15] Refer to RA 1350 – Air Launched Weapon Release.	Guidance
1340[04](01)008	[04]	Authorized	GM	1340(1).8 - GM - Airborne Equipment (AE) and Air Launched Weapons (ALW)	Only AE cleared through a specific RTS entry may be operated on a military registered aircraft. Clearance for use of AE from one aircraft type cannot be assumed to read across to another aircraft type or mark.	Guidance
1340[04](01)009	[04]	Authorized	GM	1340(1).9 - GM - Airborne Equipment (AE) and Air Launched Weapons (ALW)	The risks to the Air System prior to completion of safe separation of the AE and ALW will be considered in the Safety Assessment and the ASSC and will be updated to assure that all such risks are addressed. The RTSA will ensure that all these aspects are detailed in the RTS and, where appropriate, are carried forward into the rest of the ADS.	Guidance
1340[04](01)010	[04]	Authorized	GM	1340(1).10 - GM - Aircrew Equipment Assembly (AEA)	An AEA will be declared safe for use by a statement based on the Safety Assessment, issued by the providing DTL[16], and / or TAA for the purpose of In-Service use. The providing DTL, and / or TAA will ensure that a proportional Safety Assessment of each AEA details the extent of the clearance, and the limitations of the AEA for specific Air System, or roles, in Service operation. AEA details can be found in DAP108B-0001-1[17]. [16] This may or may not be the Air Commodities Delivery Team. [17] Refer to DAP108B-0001-1 - Aircrew Equipment Assemblies – Platform Schedules.	Guidance
1340[04](01)011	[04]	Authorized	GM	1340(1).11 - GM - Aircrew Equipment Assembly (AEA)	The TAA will ensure that the AEA Safety Assessment fully supports the proposed use on the Air System. Where limited Safety and Certification evidence exists for the AEA, the TAA needs to be satisfied that the use of the AEA remains within the Air System's Design Safety Target. The TAA will also include any limitations on the use of the AEA in the RTS or appropriate MPTF where they affect, or contribute to, limitations that affect the Air System.	Guidance
1340[04](01)012	[04]	Authorized	GM	1340(1).12 - GM - Miscellaneous Items of Carry-on Equipment	Items of Carry-on Equipment, where they are required to support the operation of the Air System, are classed as ENBAS. ENBAS classed as Carry-on Equipment have included in the past: Electronic Flight Bags[18], laptop computers, cameras, tool kits, survival equipment not classed as AEA, binoculars, aeromedical equipment, high altitude breathing apparatus and electronic tablets. [18] TAAs may wish to consult Commission Regulation (EU) No 965/2012 and Commission Implementing Regulation (EU) 2018/1975 for Electronic Flight Bags.	Guidance
1345[03]	[03]	Authorized	RA	1345 - RA (Issue 3) - The Compendium of Airborne Equipment Release Certificates	The information in the Compendium of Airborne Equipment[1] Release Certificates (CAERC) underpins the Airworthiness of Airborne Equipment (AE) when carried in, and dispatched from, an aircraft; and it informs the Air System's Release To Service (RTS) on the carriage and operation of the equipment concerned. The carriage and dispatch of AE from aircraft presents additional Risks to Life to users, the public, and military personnel. To ensure AE are correctly and completely identified and understood; Safety Assessments are required, within the CAERC, for each aircraft and all special requirements, modifications and limitations (speed, height, flaps, etc). [1] Defined in MAA02.	No
1345[03](01)	[03]	Authorized	Regulation	1345(1) - Regulation - The Compendium of Airborne Equipment Release Certificates	All AE shall have a certificate describing the conditions and limitations for safe carriage and dispatch from an aircraft.	No
1345[03](01)001	[03]	Authorized	AMC	1345(1).1 - AMC - The Compendium of Airborne Equipment Release Certificates	AE should be certified through the issuance of AE Release Certificates which are to be included in the CAERC by the AE Type Airworthiness Authority (TAA).	No
1345[03](01)002	[03]	Authorized	AMC	1345(1).2 - AMC - The Airborne Equipment Release Certificate	ASMS owners[10] shall develop, publish and implement Air Safety Data Exploitation procedures that support the requirements of the Air System Data Exploitation Strategies within their AoR. [10] An ODH's / AM(MF)'s ASMS will include numerous interfacing and interconnected ASMSs from subordinate and supporting organizations; all ASMS owners are required to support data exploitation.	No
1345[03](01)003	[03]	Authorized	AMC	1345(1).3 - AMC - The Compendium of Airborne Equipment Release Certificates	The AE TAA should provide and maintain an auditable trail for all changes to Airworthiness documentation and ensure the equipment and the associated reference documents are trackable and preserved throughout the life of the affected equipment plus 5 years[2]. [2] Refer to RA 1225 – Air Safety Documentation Audit Trail.	No
1345[03](01)004	[03]	Authorized	AMC	1345(1).4 - AMC - The Compendium of Airborne Equipment Release Certificates	Where civilian or non-UK military aircraft are to be used as the dispatching aircraft, a rigorous Safety Assessment should be made by the AE TAA of the aircraft, its suitability, the interaction of the AE with the aircraft and all special requirements, modifications and limitations (speed, height, flaps etc). The Safety Assessment should be listed in the CAERC. The CAERC lists these aircraft that have been assessed as suitable by type or, if required, registration number. Particular attention should be made where the intention is to use static line Airborne Forces Equipment (AFE).	No
1345[03](01)005	[03]	Authorized	AMC	1345(1).5 - AMC - The Compendium of Airborne Equipment Release Certificates	The AE TAA should inform the Aviation Duty Holder (ADH) of all identified operating risks.	No
1345[03](01)006	[03]	Authorized	GM	1345(1).6 - GM - The Compendium of Airborne Equipment Release Certificates	AE is the generic term covering the wide variety of parachuting assemblies for personnel and equipment, airdrop platforms, supply dropping equipment and ancillary items that are used for the insertion of personnel and equipment onto Drop Zones. This equipment can be split into three areas: Airborne Forces Equipment (AFE), Aerial Delivery Equipment (ADE), and Ancillary Equipment.	Guidance

1345[03](01)007	[03]	Authorized	GM	1345(1).7 - GM - The Compendium of Airborne Equipment Release Certificates	The AE defined in the CAERC allow for peacetime training, exercise, contingency, threat and war conditions.	Guidance
1345[03](01)008	[03]	Authorized	GM	1345(1).8 - GM - The AERC and the AE Documentation Set (AEDS)	The MOD must ensure that all safety-related risks have been identified, and are managed. A key process of Safety Management is the dissemination of authorized limits, procedures and operating information to the personnel involved with AE, be these the aircrew in the aircraft from which the dispatch takes place, the parachutists, the equipment / parachutist dispatchers, or maintainers of AE. This function is fulfilled by the AEDS.	Guidance
1345[03](01)009	[03]	Authorized	GM	1345(1).9 - GM - The AERC and the AE Documentation Set (AEDS)	The CAERC is central to the Airworthiness of the AE. It is the apex document in a suite of documents and publications which make up the AEDS, and is used to ensure the safe operation of the equipment. The supporting documentation within the AEDS includes the various operators' publications, the equipment support policy statements and the technical publications; some of these items may be aircrew / aircraft-specific. The CAERC provides the authority to various elements of the AEDS, with the RTS providing authority to any associated, aircraft-specific publications.	Guidance
1345[03](01)010	[03]	Authorized	GM	1345(1).10 - GM - Target Audience	The target audience for the CAERC is the operators and engineers specifically associated with the equipment concerned, as well as those associated with the aircraft within which the equipment will be carried and from which it will be dispatched.	Guidance
1345[03](01)011	[03]	Authorized	GM	1345(1).11 - GM - Structure and Control of the CAERC	The Compendium of CAERC is a controlled document under the management of the AE TAA. The individual clearances are contained within the relevant Part of the Compendium. Each Part provides, or refers to the location of, the information necessary for the safe use of the equipment concerned. The information pertinent to the safe use of the equipment from a specific aircraft or aircraft type will be found in an associated Annex.	Guidance
1345[03](01)012	[03]	Authorized	GM	1345(1).12 - GM - Structure and Control of the CAERC	The document itself is built up of preliminary pages and seven specific parts as detailed in the template held on the MAA websites.	Guidance
1345[03](01)013	[03]	Authorized	GM	1345(1).13 - GM - Management of the CAERC / Configuration Control	The master copy of the CAERC is held by the Release To Service Authority (RTSA)[3] and is available on the MOD Intranet. The master copy contains all original signatures. All pages within the CAERC will show the issue status of the document and AL status for the specific page. The AE TAA is responsible for holding all superseded master copies throughout the life of the AE plus 5 years beyond its Out of Service Date. Similarly, the AE TAA is responsible for maintaining the original CAERC Acknowledgement Sheets (held on the MAA websites). The RTSA Desk Officer is responsible for maintaining the relevant intranet website as CAERC is amended. [3] ACAS-RTSA-FW3 SO2.	Guidance
1345[03](01)014	[03]	Authorized	GM	1345(1).14 - GM - Endorsement / Approval of the CAERC	The CAERC will be amended once all necessary evidence has been collated. Recomended amendments, with supporting evidence, will be presented to the AE TAA for endorsement. The AE TAA will provide a recommendation to the DRTSA.	Guidance
1345[03](01)015	[03]	Authorized	GM	1345(1).15 - GM - Endorsement / Approval of the CAERC	The DRTSA approval process will take into consideration the aircraft that the AE is to be dispatched from.	Guidance
1345[03](01)016	[03]	Authorized	GM	1345(1).16 - GM - Endorsement / Approval of the CAERC	The CAERC determines that the equipment is safe to use, not that it is authorized to use from any specific aircraft.	Guidance
1345[03](01)017	[03]	Authorized	GM	1345(1).17 - GM - Endorsement / Approval of the CAERC	The CAERC, signed by the AE TAA and approved by the DRTSA (along with supporting evidence), will be passed to the TAAs of the dispatching aircraft.	Guidance
1345[03](01)018	[03]	Authorized	GM	1345(1).18 - GM - Endorsement / Approval of the CAERC	The TAA of the dispatching aircraft will: a. Provide recommendation to the DRTSA of the dispatching aircraft to authorize the use of the AE within their aircraft RTS. b. Return the completed Acknowledgement Sheet to the AE TAA, detailing the acceptance of the AE for use on the aircraft or stating the reason for non-acceptance.	Guidance
1345[03](01)019	[03]	Authorized	GM	1345(1).19 - GM - Endorsement / Approval of the CAERC	A Matrix, controlled by the RTSA, will be maintained on the MOD Intranet alongside the CAERC[4]; this Matrix will be referenced from the CAERC and will identify what elements of the CAERC have been accepted by aircraft TAAs. [4] Refer to RA 1300 – Release To Service.	Guidance

1345[03](01)020	[03]	Authorized	GM	1345(1).20 - GM - Guidance on the Content of the CAERC	In addition to the guidance material contained within RA 1300[4] and RA 1325[5], the following guidance material is relevant: a. Limitations. The CAERC will outline the limitations imposed on the use of the AE, with the AEDS detailing the general usage of the equipment. Where there is inter-dependency of limits, by default the most restrictive apply. Where a variety of equipment configurations exist, and each has differing limitations, a matrix of configurations / limitations will be constructed. Note: Modifications are not normally shown in the CAERC unless they change any of the operating characteristics / limitations of the equipment. Details of modifications can be found in the AEDS and, where appropriate, the operators' manuals. b. Ancillary Equipment. It is fundamental that all equipment fitted to, or used in direct support of, the primary AE is included in the CAERC. aircraft-specific role equipment used in conjunction with AE need not be directly covered within the CAERC, but the items must appear within the Air System Document Set[6] and must be at least referred to in the AEDS. Some equipment, where used in multiple aircraft roles or in support of more than one AE, can have their own entry in the CAERC. This equipment appears in Part D of the CAERC. [4] Refer to RA 1300 – Release To Service. [5] Refer to RA 1325 – Release To Service Limitations. [6] Refer to RA 1310 – Air System Document Set.	Guidance
1350[08]	[08]	Authorized	RA	1350 - RA (Issue 8) - Air Launched Weapon Release	The Carriage, Release and Jettison (CR&J) of Air Launched Weapons[1] (ALW) from aircraft presents equipment risk and Risk to Life (RtL), additional to those from the Air System, to users, the public, military personnel and other aircraft. Not having all ALW limitations and clearances identified and understood could result in the Air System's stakeholders incorrectly utilizing the ALW. The ALW Release[2] allows the stakeholders to understand all the limitations and clearances applicable to the use of the ALW. [1] Refer to MAA02: Military Aviation Authority Master Glossary. [2] An ALW Release is a living body of evidence that supports either an ALW Release Certificate (ALWRC) or a Military Permit To Fly (MPTF).	No
1350[08](01)	[08]	Authorized	Regulation	1350(1) - Regulation - UK MOD In-Service Air Launched Weapons	The Air System's Type Airworthiness Authority (TAA) and the ALW Delivery Team (DT) Letter of Air Safety Notification (LoAN) holder shall authorize all UK MOD In-Service ALWs[3] for aircraft CR&J. [3] "UK MOD In-Service" refers to ALWs that are of cleared capability on the UK MOD inventory	No
1350[08](01)001	[08]	Authorized	AMC	1350(1).1 - AMC - UK MOD In-Service Air Launched Weapons	The ALW Release is a living body of evidence and should be tailored and proportionate to the complexity of the ALW and the associated hazards.	No
1350[08](01)002	[08]	Authorized	AMC	1350(1).2 - AMC - UK MOD In-Service Air Launched Weapons	UK MOD In-Service ALWs should be authorized through the issuance of an ALWRC prior to RtL being incurred through CR&J and prior to first flight.	No
1350[08](01)003	[08]	Authorized	AMC	1350(1).3 - AMC - UK MOD In-Service Air Launched Weapons	The ALWRC should: a. Conform to the ALWRC template held on the MAA websites. b. Be signed by the ALW DT LoAN holder. c. Be issued by the ALW DT. d. Be accepted by the Air System's TAA, including any limitations and clearances, by formal acknowledgement (template held on the MAA websites) to the ALW DT LoAN holder. e. Be reviewed by the ALW DT LoAN holder in line with the Statement of Operating Intent/Usage (SOI/U) review process[4], the Safety and Environmental Case Report[5] (SECR) and on change to the "Ordnance, Munitions and Explosives" (OME) Safety Review Panel Assurance Statement[5] (OAS). If the ALWRC is not reviewed, then it becomes invalid, and the ALW DT LoAN holder should inform the Air System's TAA and Aviation Duty Holder (ADH)/Accountable Manager (Military Flying) (AM(MF)). f. Be reissued when a change affecting the limitations and/or clearances of the ALWRC is identified. g. Document the ALW's limitations (eg Service Life, structural, environmental, altitude, Electro-Magnetic Compatibility, etc) and the information required (eg interface control documentation) to allow its safe integration and operation on any specified aircraft. h. State unambiguously the applicability of various marks or variants of the ALW on each aircraft type (and mark, if applicable). If the ALW is utilized on multiple aircraft types, then there should be a single ALWRC for the ALW, with separate Part 3s (eg Part 3 – Typhoon, followed by Part 3 – Lightning II, followed by Part 3 – Reaper, etc) for each aircraft type it is applicable to. [4] Refer to RA 5726 – Integrity Management. [5] Refer to DSA02.OME – Defence Ordnance, Munitions and Explosives (OME) Regulations.	No

1350[08](01)004	[08]	Authorized	AMC	1350(1).4 - AMC - UK MOD In-Service Air Launched Weapons	The ALW DT LoAN holder should ensure that: a. The Air System's TAA is provided with the applicable ALW SECR(s) and OAS(s). b. An auditable trail is provided and maintained for all changes to Air Safety documentation and ensure the equipment and the associated reference documents are trackable and preserved[6]. c. Staged releases of the Air Safety documentation or significant changes such as the introduction of a new host Air System are appropriately authorized. d. The Air System's TAA and ADH/AM(MF) are kept informed of all emergent hazards or equipment changes that might affect the Air System's Release To Service (RTS). [6] Refer to RA 1225 – Air Safety Documentation Audit Trail.	No
1350[08](01)005	[08]	Authorized	AMC	1350(1).5 - AMC - UK MOD In-Service Air Launched Weapons	The Air System's TAA should ensure that: a. The ALW DT employs robust Safety Management processes fully supporting the Safety Panel reviews. b. The SECR and OAS are robust, fully recorded and accepted. c. That RTS Recommendations[7] (RTSR) include all ALW limitations and clearances. d. Evidence is provided to the ALW DT LoAN holder of any Air System limitations or clearances applying to the ALW for CR&J of the ALW. e. An auditable trail is provided and maintained for all changes to Air Safety documentation and ensure the equipment and the associated reference documents are trackable and preserved[6]. f. The ALW DT LoAN holder is provided any information (such as a change to the usage or environment for which the Air System or ALW is cleared) which may affect the Airworthiness of the weapon when carried, released or jettisoned from the aircraft. [6] Refer to RA 1225 – Air Safety Documentation Audit Trail. [7] Refer to RA 1360 – Release To Service Recommendations Preparation and Authorization.	No
1350[08](01)006	[08]	Authorized	AMC	1350(1).6 - AMC - UK MOD In-Service Air Launched Weapons	The ADH/AM(MF) should ensure that CR&J of any ALW are addressed in the relevant Air System Safety Case (ASSC)[8]. [8] Refer to RA 1205 – Air System Safety Cases.	No
1350[08](01)007	[08]	Authorized	GM	1350(1).7 - GM - UK MOD In-Service Air Launched Weapons	The ALW Release is a living body of evidence and will be updated to reflect changes in any of the relevant information or evidence affecting the safe use of, or the limitations and clearances applied to, any of the aircraft which utilize the ALW.	Guidance
1350[08](01)008	[08]	Authorized	GM	1350(1).8 - GM - Limitations of the ALW Release Certificate	The ALWRC is intended to encompass CR&J on the launch aircraft. The ALWRC will refer directly to all the limitations and clearances required by the SECR and OAS for the ALW. The ALW limitations and clearances apply only while the ALW is carried on its host aircraft, and up to a defined safe separation distance[9] after Release or Jettison (ie not all the way to target) from the host aircraft and to other aircraft in close proximity. [9] Defined in AAP-06 as: "The distance from the delivery system or launcher to the munition beyond which the hazards to the users and/or the delivery system resulting from functioning of the munition system are acceptable".	Guidance
1350[08](01)009	[08]	Authorized	GM	1350(1).9 - GM - Limitations of the ALW Release Certificate	The chapter headings in the ALWRC template are mandatory. The lower-level topics and headings will be considered by the ALW DT LoAN holder, but only those appropriate to the ALW need be presented in the final document. The ALWRC will be used to support acceptance of the ALW and the generation of the Air System's RTS.	Guidance
1350[08](01)010	[08]	Authorized	GM	1350(1).10 - GM - Limitations of the ALW Release Certificate	The ALWRC informs and/or restricts the Air System's RTS for each aircraft that is cleared to carry the ALW. Limitations and clearances are unlikely to be identical for different Air Systems.	Guidance
1350[08](01)011	[08]	Authorized	GM	1350(1).11 - GM - Limitations of the ALW Release Certificate	An ALWRC supplements an Air System's RTS in 2 major areas: a. It covers all aspects of an ALW build standard and operation in the Manufacture to Target/Disposal Sequence (MTDS), thus providing a link between the ALW SECR and OAS and the ASSC. b. It records the build standard that has been assessed for safe CR&J on each Air System with its associated Air System specific limitations and clearances.	Guidance
1350[08](01)012	[08]	Authorized	GM	1350(1).12 - GM - Limitations of the ALW Release Certificate	The ALWRC will contain (or refer to) evidence which will be relevant to all actual and potential users[10] through the life of the ALW, not just that directly associated with the first aircraft which carried the ALW. It identifies the Air System the ALW is authorized for use on and reflects the differing build standards that apply to each Air System. Certificates of Design[11] (CofD) will be the primary source of such information and the ALWRC is to contain a record of all those issued. Clear and firm configuration control in accordance with (iaw) Def Stan 05-057[12] must be maintained. [10] Such as users that have the ALW cleared to use on their aircraft, but do not use it. [11] Refer to RA 5103 – Certificate of Design. [12] Refer to Def Stan 05-057 – Configuration Management of Defence Materiel.	Guidance
1350[08](01)013	[08]	Authorized	GM	1350(1).13 - GM - Limitations of the ALW Release Certificate	Procedural limitations or clearances, in the form of instructions to aircrew and/or ground-crew, to enhance safety or achieve specified functions, may form part of the ALWRC.	Guidance
1350[08](01)014	[08]	Authorized	GM	1350(1).14 - GM - Limitations of the ALW Release Certificate	The CR&J design envelope applicable to an ALW (eg the max/min: speed, "g", altitude, etc) might be considerably different from that of the aircraft it is carried on.	Guidance
1350[08](01)015	[08]	Authorized	GM	1350(1).15 - GM - Safety Assessment	The ALWRC provides evidence towards the relevant ASSC and will include CR&J of the ALW on nominated aircraft. The ALWRC can provide details of what has been met (eg Compliance with regulations, standards and processes) to confirm the ALW is 'Safe to Operate' to the Air System's TAA and ADH/AM(MF).	Guidance

1350[08](01)016	[08]	Authorized	GM	1350(1).16 - GM - Safety Assessment	Defence Ordnance Safety Group (DOSG) and MAA[13] armament specialists may be consulted in the preparation of the ALWRC and Air System's RTSR[7] to ensure that all ALW aspects of the Safety Assessment have been addressed as described in this RA and DSA 02.OME[5]. Advice and assistance may also be needed from independent organizations. [5] Refer to DSA02.OME – Defence Ordnance, Munitions and Explosives (OME) Regulations. [7] Refer to RA 1360 – Release To Service Recommendations Preparation and Authorization. [13] DSA-MAA-Cert-ES4-ArmSys@mod.gov.uk.	Guidance
1350[08](02)	[08]	Authorized	Regulation	1350(2) - Regulation - Air Launched Weapons not requiring an Air Launched Weapon Release Certificate	The Air System's TAA and the ALW DT LoAN holder shall authorize all ALWs not requiring an Air Launched Weapon Release Certificate for aircraft CR&J.	No
1350[08](02)017	[08]	Authorized	AMC	1350(2).17 - AMC - Air Launched Weapons not requiring an Air Launched Weapon Release Certificate	All flying activity for the development or trials of ALW should be conducted iaw the limitations and clearances as articulated in either the Air System's MPTF[14] or Certificate of Usage (CofU)[15]. [14] Refer to RA 5880 – Military Permit to Fly (MRP 21 Subpart P). [15] Refer to RA 1123 – Certificate of Usage for Military Registered Civil-Owned Aircraft.	No
1350[08](02)018	[08]	Authorized	AMC	1350(2).18 - AMC - Air Launched Weapons not requiring an Air Launched Weapon Release Certificate	The MPTF/CofU should appropriately detail all ALW limitations and clearances.	No
1350[08](02)019	[08]	Authorized	AMC	1350(2).19 - AMC - Air Launched Weapons not requiring an Air Launched Weapon Release Certificate	For ALWs destined for UK MOD In-Service use, ALW DTs should compile the evidence gathered during development or trialling into the ALWRC format.	No
1350[08](02)020	[08]	Authorized	AMC	1350(2).20 - AMC - Air Launched Weapons not requiring an Air Launched Weapon Release Certificate	The ALW Release is a living body of evidence and its content should be tailored and proportionate to the complexity of the ALW and the associated hazards.	No
1350[08](02)021	[08]	Authorized	AMC	1350(2).21 - AMC - Air Launched Weapons not requiring an Air Launched Weapon Release Certificate	The MPTF should: a. Be valid for the duration of the specified ALW trials. b. Document the ALW's limitations (eg Service Life, structural, environmental, altitude, Electro-Magnetic Compatibility, etc) and the information required (eg interface control documentation) to allow its safe integration and operation on any specified aircraft. c. State unambiguously the applicability of various marks or variants of the ALW included in the trial.	No
1350[08](02)022	[08]	Authorized	AMC	1350(2).22 - AMC - Air Launched Weapons not requiring an Air Launched Weapon Release Certificate	The CofU should: a. Appropriately reference the ALW's limitations (eg Service Life, structural, environmental, altitude, Electro-Magnetic Compatibility, etc) and the information required (eg interface control documentation) to allow its safe integration and operation on any specified aircraft. b. State unambiguously the applicability of various marks or variants of the ALW included in the trial.	No
1350[08](02)023	[08]	Authorized	AMC	1350(2).23 - AMC - Air Launched Weapons not requiring an Air Launched Weapon Release Certificate	The ALW supplier/DT LoAN holder should ensure that: a. The Air System's TAA is provided with the applicable ALW SECR(s) and OAS(s). b. Staged releases of the Air Safety documentation or significant changes such as the introduction of a new host Air System are appropriately authorized. c. An auditable trail is provided and maintained for all changes to Air Safety documentation and ensure the equipment and the associated reference documents are trackable and preserved[8]. [8] Refer to RA 1205 – Air System Safety Cases.	No
1350[08](02)024	[08]	Authorized	AMC	1350(2).24 - AMC - Air Launched Weapons not requiring an Air Launched Weapon Release Certificate	The Air System's TAA and the ADH/AM(MF) should ensure that: a. The ALW supplier employs robust Safety Management processes fully supporting the Safety Panel reviews. b. The SECR and OAS are robust, fully recorded and accepted. c. Evidence is provided to the ALW DT LoAN holder of any Air System limitations and clearances applying to the ALW for CR&J of the ALW. d. An auditable trail is provided and maintained for all changes to Air Safety documentation and ensure the equipment and the associated reference documents are trackable and preserved[6]. e. The ALW supplier/DT LoAN holder is provided any information (such as a change to the usage or environment of the Air System or ALW) which may affect the Airworthiness of the weapon when carried, released, or jettisoned from the aircraft. [6] Refer to RA 1225 – Air Safety Documentation Audit Trail.	No
1350[08](02)025	[08]	Authorized	AMC	1350(2).25 - AMC - Air Launched Weapons not requiring an Air Launched Weapon Release Certificate	The ADH/AM(MF) should ensure that the CR&J of any ALW are addressed in the relevant ASSC[8]. [8] Refer to RA 1205 – Air System Safety Cases.	No

1350[08](02)026	[08]	Authorized	GM	1350(2).26 - GM - Air Launched Weapons not requiring an Air Launched Weapon Release Certificate	For ALWs not destined for UK MOD In-Service use, the ALW supplier/DT LoAN holder will ensure that appropriate evidence is retained and available to enable ALW integration Certification activity in case the ALW is brought into UK MOD In-Service use. ALW integration Certification activity will be conducted on the integration of every Air System ALW combination destined for UK MOD In-Service use.	Guidance
1350[08](02)027	[08]	Authorized	GM	1350(2).27 - GM - Limitations of the ALW Release	The MPTF/CofU is intended to encompass CR&J on the launch aircraft. The MPTF/CofU document will refer directly to all the limitations and clearances required by the SECR and/or OAS for the ALW. The ALW limitations and clearances apply only while the ALW is carried on its host aircraft, up to a defined distance after Release or Jettison (ie not all the way to target) from the host aircraft and to other aircraft in close proximity.	Guidance
1350[08](02)028	[08]	Authorized	GM	1350(2).28 - GM - Limitations of the ALW Release	The ALW Release will: a. Cover all aspects of an ALW build standard and operation in the MTDS, thus providing a link between the ALW SECR, OAS and the MPTF/CofU. b. Record the build standard that has been assessed for safe CR&J on the Air System with its associated Air System specific limitations.	Guidance
1350[08](02)029	[08]	Authorized	GM	1350(2).29 - GM - Limitations of the ALW Release	The MPTF/CofU will contain (or refer to) the ALW limitations and clearances which will be relevant to one Air System ALW combination. CofDs will be the primary source of such information and the MPTF/CofU is to contain or reference a record of all those issued. Clear and firm configuration control iaw Def Stan 05-057 must be maintained.	Guidance
1350[08](02)030	[08]	Authorized	GM	1350(2).30 - GM - Limitations of the ALW Release	Procedural limitations or clearances, in the form of instructions to aircrew and/or ground-crew, to enhance safety or achieve specified functions, may be issued. If the ALW enters UK MOD In-Service, these limitations and clearances may be transferred into the ALWRC and RTS.	Guidance
1350[08](02)031	[08]	Authorized	GM	1350(2).31 - GM - Limitations of the ALW Release	The CR&J design envelope applicable to an ALW (eg the max/min speed, “g”, altitude, etc) might be considerably different from that of the aircraft it is carried on.	Guidance
1350[08](02)032	[08]	Authorized	GM	1350(2).32 - GM - Safety Assessment	The results of flight testing[16] provides ALW CR&J details for the ASSC. The ALWRC can provide details of what has been met (eg Compliance with regulations, standards and processes) to confirm the safety and Airworthiness of the ALW to the Air System’s TAA and ADH/AM(MF). [16] ‘Flight testing’ is the process (usually involving a number of test flights) by which the capabilities and performance of an aircraft (usually a new one or one which is substantially modified) are established. ‘Test flight’ refers to an individual flight which is used for testing purpose (eg post engine change).	Guidance
1350[08](02)033	[08]	Authorized	GM	1350(2).33 - GM - Safety Assessment	DOSG and MAA[13] armament specialists may be consulted in the preparation of the MPTF/CofU to ensure that all ALW aspects of the Safety Assessment have been addressed as described in this RA and DSA 02.OME[5]. Advice and assistance may also be needed from independent organizations [5] Refer to DSA02.OME – Defence Ordnance, Munitions and Explosives (OME) Regulations. [13] DSA-MAA-Cert-ES4-ArmSys@mod.gov.uk.	Guidance
1380[03]	[03]	Authorized	RA	1380 - RA (Issue 3) - Performance Based Navigation	The drive for improved operating efficiency has resulted in the development of the International Civil Aviation Organization (ICAO) Performance Based Navigation (PBN)[1],[2],[3],[4] concept. This concept moves aviation away from traditional navigation using ground-based beacons to a system more reliant on airborne technologies utilizing RNAV and GNSS, and aims to ensure global interoperability through the standardisation of PBN system performance through internationally agreed specifications. Without appropriate governance of PBN, access to certain procedures may be restricted. In order to fully exploit airspace worldwide there is a requirement to comply with the appropriate PBN standards either through equipage or the demonstration of equivalence. Definitions Relevant to this RA 1. PBN. The broad term used to describe the technologies that allow Air Systems to fly flexible, accurate, repeatable and therefore deterministic 2 dimensional and 3 dimensional flight paths using onboard equipment and capabilities. PBN introduces 2 categories of navigation specifications: Area Navigation (RNAV) and Required Navigation Performance (RNP). RNAV and RNP are thereafter designated further (eg RNAV1, RNP1). 2. RNAV. RNAV permits Air System operation on any desired flight path within the coverage of station-referenced navigation aids or within the limits of the capability of self-contained aids, or a combination of these. 3. RNP. RNP is RNAV with the support of on-board performance monitoring and alerting, and relies primarily on the use of Global Navigation Satellite Systems (GNSS). 4. PBN system performance. Performance requirements are identified in the navigation specifications, which also identify the choice of navigation sensors and equipment that may be used to meet the performance requirements. These navigation specifications are defined in sufficient detail to facilitate global harmonization by providing specific implementation guidance for states and operators. Furthermore, under PBN, generic navigation requirements are defined based on operating requirements. Operators then evaluate options in respect of available technology and navigation services, which could allow the requirements to be met. An operator thereby has the opportunity to select an option, rather than an imposed solution (ICAO PBN Manual Executive Summary). [1] As defined in MAA02: MAA Master Glossary. [2] Refer to RA 2120 – Pilots’ Instrument Rating Scheme. [3] Refer to RA 2380 – Performance Based Navigation Operations. [4] Refer to RA 3295 – Required Navigation Performance Approach – Controller Responsibilities.	Yes
1380[03](01)	[03]	Authorized	Regulation	1380(1) - Regulation - Performance Based Navigation	Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) shall ensure that for PBN operations the UK military registered Air Systems for which they are responsible are eligible, capable and qualified to operate in the PBN designated airspace.	Yes
1380[03](01)005	[03]	Authorized	AMC	1380(1).5 - AMC - Performance Based Navigation	UK military registered Air Systems that regularly use the civil Air Traffic Service (ATS) structure as General Air Traffic should comply with or demonstrate equivalence to civil PBN regulatory requirements and standards of performance such as: accuracy, integrity, continuity, and interoperability with respect to Air System functionality and the ability to conduct required PBN operations.	No

1380[03](01)006	[03]	Authorized	AMC	1380(1).6 - AMC - PBN Approval Process	Senior Responsible Officers (SRO), Operating Duty Holders (ODH) and AM(MF)s should include PBN specifications and systems (across all Defence Lines of Development (DLoD)) in their Air System Safety Cases (ASSC)[5]; [5] Refer to RA 1205 – Air System Safety Cases.	No
1380[03](01)007	[03]	Authorized	AMC	1380(1).7 - AMC - PBN Approval Process	ODHs and AM(MF)s should: a. Ensure Air Systems within their Area of Responsibility achieve the performance required by the RNAV / RNP specifications to be encountered (ie against the RNAV / RNP specifications demanded by particular airspace controlling authorities) through provision of appropriate orders, instructions and MEL (where used); b. Ensure data for use with PBN systems is assured to appropriate standards[6], and ensure that appropriate processes exist for the handling, updating[7] and configuration management of electronic navigation data; c. Ensure aircrew are qualified and competent both in the operation of PBN systems and in any other relevant procedures needed to achieve the performance required by the RNAV / RNP specifications to be encountered; d. Ensure that Aircrew are qualified against the particular specifications required for operation in specific airspace; e. When required, assert compliance to civil authorities[8] against stipulated specifications. [6] To meet international / national requirement or as demanded by airspace providers. [7] Refer to RA 1030 – Defence Aeronautical Information Management. [8] Declaration of Compliance is articulated through the Flight Plan.	Yes
1380[03](01)008	[03]	Authorized	AMC	1380(1).8 - AMC - PBN Approval Process	AM(MF)s should be in possession of the appropriate Contractor Flying Approved Organization Scheme (CFAOS)[9] Approval prior to conducting PBN operations. [9] Refer to RA 1028 – Contractor Flying Approved Organization Scheme – Responsibilities.	No
1380[03](01)009	[03]	Authorized	AMC	1380(1).9 - AMC - PBN Approval Process	UK military registered Air Systems should not conduct RNP Authorization Required Approaches (AR APCH).	Yes
1380[03](01)010	[03]	Authorized	GM	1380(1).10 - GM - Performance Based Navigation	Specific Approval is required for RNP 0.3 (for helicopters) and RNP AR APCH for all Air Systems, in accordance with Part-SPA of European Union Commission Regulation Number 965/2012[10] as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018 (UK (EU) Reg No 965/2012). For all other approaches and Air Systems, Operations Manual and Training Manual entries, checked by the User Authenticator[1] for the SRO, ODH, and AM(MF), is deemed sufficient. This places PBN on a similar footing as other forms of “everyday” authorization. [1] As defined in MAA02: MAA Master Glossary. [10] https://www.easa.europa.eu/document-library/regulations/commission-regulation-eu-no-9652012. The Civil Aviation Authority (CAA) is applying this regulation in UK airspace.	Guidance
1380[03](01)011	[03]	Authorized	GM	1380(1).11 - GM - Performance Based Navigation	This regulation does not aim to detail the RNAV / RNP specifications required for particular Air Systems to meet their actual / anticipated modes of operation, nor does it aim to define the actual or likely specifications demanded by particular airspace controlling authorities.	Guidance
1380[03](01)012	[03]	Authorized	GM	1380(1).12 - GM - Performance Based Navigation	PBN creates requirements for Airworthiness Certification[11] and Operational[12] Approval to use RNAV / RNP systems on routes / airspace notified for a given PBN application. RNAV / RNP system functionality as well as its navigation accuracy in a given Navigational Aid (NAVAID) infrastructure environment must comply with the requirements stipulated for the routes / airspace. [11] Refer to RA 5810 – Military Type Certificate (MRP Part 21 Subpart B); Refer to RA 1305 – Military Permit To Fly (In-Service), (Special Case Flying) and (Single Task); Refer to RA 5880 – Military Permit To Fly (Development) (MRP Part 21 Subpart P); and RA 1160 – The Defence Air Environment Operating Framework. [12] ‘Operational’ is used in the context of this RA because the term ‘PBN Operational Approval’ is used specifically by ICAO and the CAA.	Guidance
1380[03](01)013	[03]	Authorized	GM	1380(1).13 - GM - Performance Based Navigation	When the relevant PBN approval process has been completed then the respective UK military registered Air System can be considered as having achieved equivalence to PBN Operational Approval[13] in the civilian domain. [13] Against stipulated RNAV / RNP specifications.	Guidance
1380[03](01)014	[03]	Authorized	GM	1380(1).14 - GM - Performance Based Navigation	When the appropriate Release To Service (RTS) / Military Permit To Fly, supporting documentation, ASSC, and CFAOS Approval are in place; ODHs / AM(MF)s may assert compliance[14] to civil authorities. [14] Compliance must be determined against each relevant navigation specification; compliance with one does not automatically imply compliance with another.	Guidance
1380[03](01)015	[03]	Authorized	GM	1380(1).15 - GM - Performance Based Navigation	Defence Airspace and Air Traffic Management (DAATM) is the focal point for PBN policy. DAATM will also provide guidance on forthcoming changes to legislation to the Capability areas and MAA through the International Aviation Regulation and Compliance (IARC) Community of Interest.	Guidance
1380[03](01)016	[03]	Authorized	GM	1380(1).16 - GM - Performance Based Navigation	The ICAO PBN Manual (ICAO Doc 9613) defines PBN (RNAV / RNP) navigation specifications and performance requirements (technical and operational criteria). The manual also details: Air System requirements and operating procedures; specific aircrew knowledge and training where applicable; any requirements for control of navigation databases and oversight of operators; and provides practical guidance to States, regulatory authorities, air navigation service providers, manufacturers and airspace users on how to implement RNAV / RNP applications. The manual comprises two volumes: Volume I contains, amongst other things, guidance on airborne RNAV / RNP systems and aeronautical data processes; Volume II provides the direct support for implementing RNAV and RNP navigation applications.	Guidance

1380[03](01)017	[03]	Authorized	GM	1380(1).17 - GM - Performance Based Navigation	Further guidance on PBN policy, approval and processes may be found in the following: a. ICAO PBN Operational Approval Manual (ICAO Doc 9997); b. CAA / Irish Aviation Authority Policy for the Application of PBN in UK / Irish Airspace[15]; c. UK (EU) Reg No 965/2012[10]. d. https://www.easa.europa.eu/document-library/general-publications/easy access-rules-air-operations. e. EASA Certification Specifications Airborne Communications, Navigation and Surveillance[16]. [10] https://www.easa.europa.eu/document-library/regulations/commission-regulation-eu-no-9652012. The Civil Aviation Authority (CAA) is applying this regulation in UK airspace. [15] https://publicapps.caa.co.uk/modalapplication.aspx?catid=1&pagetype=65&appid=11&mode=detail&id=4744, Dated 21 Oct 2011. [16] https://www.easa.europa.eu/document-library/certification-specifications/group/cs-acns-airborne-communications-navigation and-surveillance#group-table.	Guidance
1380[03](01)018	[03]	Authorized	GM	1380(1).18 - GM - Performance Based Navigation	Identification of which PBN approval is required depends on: a. What access to airspace, ATS routes, terminal airspace procedures and instrument approach procedures is required; b. The airspace requirement which will dictate the necessary performance (accuracy / integrity / continuity) and functionality required; c. And the navigation infrastructure (sensors) upon which the performance is based.	Guidance
1380[03](01)019	[03]	Authorized	GM	1380(1).19 - GM - Performance Based Navigation	ADHs and AM(MF)s can refer to the relevant paragraphs in Civil Aviation Publication (CAP) 2025A00[17] and complete a PBN compliance matrix against these latest EASA flight operational requirements. [17] Refer to CAP 2025A00 – Air Operations Regulation 965/2012.	Guidance
1390[03]	[03]	Authorized	RA	1390 - RA (Issue 3) - Reduced Vertical Separation Minimum	Growing demand to increase airspace capacity has resulted in the Reduced Vertical Separation Minimum (RVSM) Programme which has, in turn, introduced an additional 6 flight levels between FL 290 and FL 410 through the reduction of vertical separation between those flight levels from 2000 ft to 1000 ft. Without providing RVSM, airspace worldwide would become saturated with flights leading to increased Airprox incidents and potential mid-air collisions. In order to fully exploit airspace worldwide there is a requirement to comply with the appropriate civil RVSM standards.	No
1390[03](01)	[03]	Authorized	Regulation	1390(1) - Regulation - Reduced Vertical Separation Minimum	Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) shall ensure that for RVSM operations their UK military registered Air Systems are appropriately approved.	No
1390[03](01)001	[03]	Authorized	AMC	1390(1).1 - AMC - Reduced Vertical Separation Minimum	UK military registered Air Systems that regularly use the civil Air Traffic Service structure as General Air Traffic (GAT) should comply with civil RVSM regulatory requirements of the nation who controls the airspace that the Air System is operating in.	No
1390[03](01)002	[03]	Authorized	AMC	1390(1).2 - AMC - RVSM Approval Process	Senior Responsible Officers (SRO), Operating Duty Holders (ODH) and AM(MF)s should: a. Ensure that RVSM vertical navigation performance capability is compliant with the criteria of the RVSM Minimum Aircraft System Performance Specifications (MASPS); b. Include RVSM specifications and systems (across all Defence Lines of Development (DLoD)) in their Air System Safety Cases (ASSC)[1]. [1] Refer to RA 1205 – Air System Safety Cases.	No
1390[03](01)003	[03]	Authorized	AMC	1390(1).3 - AMC - RVSM Approval Process	ODHs and AM(MF)s should: a. Ensure Air Systems within their Area of Responsibility achieve RVSM compliance through provision of appropriate orders, instructions and MEL (where used); b. Ensure aircrew are qualified and competent both in the operation of RVSM equipment and relevant procedures needed for operation in RVSM airspace; c. Assert compliance to the Defence Airspace and Air Traffic Management (DAATM) organization using Appendix D to EUROCONTROL Guidance Material for the Certification of State Aircraft in European RVSM Airspace[2]; d. Ensure that flight plans are appropriately annotated for those Air Systems with a valid RVSM approval. [2] https://www.eurocontrol.int/sites/default/files/content/documents/official-documents/guidance/2014-rvsm-military-guidance-v2-0-may-2014.pdf.	No
1390[03](01)004	[03]	Authorized	AMC	1390(1).4 - AMC - RVSM Approval Process	The DAATM organization should: a. Act as the point of contact with the European Regional Monitoring Agency (RMA) for RVSM matters regarding UK military registered Air Systems; b. Provide updates regarding UK military RVSM approvals, de-registrations,and withdrawals to the European RMA.	No
1390[03](01)005	[03]	Authorized	GM	1390(1).5 - GM - Reduced Vertical Separation Minimum	RVSM creates requirements for Airworthiness Certification[3] and Operational[4] Approval to use RVSM systems in RVSM designated airspace. This regulation is designed to outline the route to RVSM approval for UK military registered Air Systems. This regulation does not aim to detail the RVSM MASPS. [3] Refer to RA 5810 – Military Type Certificate (MRP Part 21 Subpart B)); Refer to RA 1305 – Military Permit To Fly (In-Service), (Special Case Flying) and (Single Task); Refer to RA 5880 – Military Permit To Fly (Development) (MRP Part 21 Subpart P); and RA 1160 – The Defence Air Environment Operating Framework. [4] 'Operational' is used in the context of this RA because the term 'RVSM Operational Approval' is used specifically by the International Civil Aviation Organization (ICAO) and the Civil Aviation Authority (CAA).	Guidance
1390[03](01)006	[03]	Authorized	GM	1390(1).6 - GM - Reduced Vertical Separation Minimum	When the appropriate Release To Service / Military Permit To Fly and ASSC[1] are in place, ODHs / AM(MF)s may assert compliance to DAATM. Release To Service clearance for RVSM operations does not constitute operational approval to conduct RVSM operations. Operational approval can only be granted by the ODH. [1] Refer to RA 1205 – Air System Safety Cases.	Guidance

1390[03](01)007	[03]	Authorized	GM	1390(1).7 - GM - Reduced Vertical Separation Minimum	When the relevant RVSM approval process has been completed then the respective UK military registered Air System can be considered as having achieved RVSM Operational Approval[5] in the civilian domain allowing them to operate in RVSM airspace worldwide. [5] Note: the term “RVSM-APPROVED” will be used to indicate that an Air System has been granted RVSM approval.	Guidance
1390[03](01)008	[03]	Authorized	GM	1390(1).8 - GM - Reduced Vertical Separation Minimum	The DAATM organization[6] is the focal point regarding RVSM policy. The DAATM organization will also provide guidance on forthcoming changes to legislation to the Capability areas and MAA through the International Aviation Regulation and Compliance (IARC) Community of Interest. [6] Contact via DAATM-All@mod.gov.uk.	Guidance
1390[03](01)009	[03]	Authorized	GM	1390(1).9 - GM - Reduced Vertical Separation Minimum	Guidance on RVSM policy, approval and processes may be found in the following documents: a. ICAO ‘Doc 9574 AN/934 Manual on Implementation of a 300 m (1000 ft) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive’[7]; b. Eurocontrol document ‘Guidance Material for the Certification and Operation of State Aircraft in European RVSM Airspace’[2]. c. UK Aeronautical Information Publication – CAA Civil Aviation Publication 032 (CAP 032)[8]. [2] https://www.eurocontrol.int/sites/default/files/content/documents/official-documents/guidance/2014-rvsm-military-guidance-v2-0-may-2014.pdf. [7] https://www.skybrary.aero/bookshelf/books/1311.pdf. [8] http://publicapps.caa.co.uk/modalapplication.aspx?appid=11&catid=1&id=223&mode=detail&pagetype=65, Dated 23 Apr 2020.	Guidance
1390[03](01)010	[03]	Authorized	GM	1390(1).10 - GM - Reduced Vertical Separation Minimum	The European RMA is obliged to maintain a database of RVSM approvals and will periodically compare samples of flight plan data where RVSM approval has been stated with the database of approvals.	Guidance
1390[03](01)011	[03]	Authorized	GM	1390(1).11 - GM - Reduced Vertical Separation Minimum	UK military registered Air Systems without RVSM approval may not operate as GAT within RVSM airspace with 1000 ft vertical separation. However, such Air Systems may file a flight plan to fly inside RVSM airspace with 2000 ft vertical separation with exemption status; however, the routing offered may not be optimal.	Guidance
1395[07]	[07]	Authorized	RA Rationale	Authorization to Permit Embarked Aviation in His Majesty’s /MOD Ships	Operating embarked aviation requires the integration of two complex independent systems, Ship and Air System, which are operated through separate Ship Duty Holder (DH) ►/ Accountable Person (AP)◄ and Aviation Duty Holder (ADH) / Accountable Manager (Military Flying) (AM(MF)) constructs. The safe conduct of this embarked activity requires that the Risk to Life (RtL) associated with operating Air Systems from Ships are understood and that the scope and boundaries of such operations are clearly defined. The Ship Air-Release (SA-Release) is the document that Authorizes a specified Class of His Majesty’s (HM) / MOD Ship and Air System Type / Mark to conduct embarked aviation activity. The SA-Release is underpinned by Safety documentation for the Ship / Air System combination and contains vital Safety information and operating limitations.	No
1395[07](01)	[07]	Authorized	Regulation	Authorization to Permit Embarked Aviation in ►His◄ Majesty’s / MOD Ships	1395(1) ►Permission to conduct◄ embarked aviation in aviation-capable[2] HM / MOD Ship Classes shall be authorized. [2] Aviation capable Ships are defined as those which can be categorized as Applicability Level A, B or C in Defence Standard 00-133 Part 1.	No
1395[07](01)001	[07]	Authorized	AMC	Authorization to Permit Embarked Aviation in ►His◄ Majesty’s / MOD Ships	1. Where the requirement for a Ship and Air System to conduct embarked aviation exists, the combination should be authorized through a SA-Release.	No
1395[07](01)002	[07]	Authorized	AMC	Authorization to Permit Embarked Aviation in ►His◄ Majesty’s / MOD Ships	2. Where, by exception: a. Circumstances of operational need or short term and unlikely to be repeated requirements, make it impractical for the SA-Release process to be followed in full. In such situations, the Ship Operating DH (ODH) ►/ AP◄ and ADH / AM(MF) should authorize specified Ship / Air System combinations to conduct embarked aviation outside of established orders only after dynamic, pan Defence Lines of Development (DLoD) assessments of the associated Risks are conducted and prescribing specific Assurance and mitigation. In these circumstances, the processes required to generate a SA-Release should be followed as far as reasonably practicable. b. Situations of very short notice where operational circumstances are such that it is impractical for the Ship ODH and ADH ►◄ to grant authorization, the Ship’s Delivery Duty Holder (DDH)[3] or the Operational Commander[4] should only authorize specified Ship / Air System combinations to conduct embarked aviation outside of established orders after dynamic Risk Assessments are conducted and the prescribing of specific Assurance and mitigation. In such circumstances the Ship DDH / Operational Commander should inform the ADH / AM(MF), the Ship Platform Authority (PA), the Ship ODH and Navy Command Headquarters Naval Aviation Division (NCHQ NAvn) as soon as reasonably practicable. [3] As defined in DSA02-DMR – Defence Maritime Regulations for Health, Safety and Environmental Protection. [4] Embarked aviation activity involving operational tasking (eg Search and Rescue Operations) will not necessarily be conducted in an ‘Operational Theatre’ but requires use of the Air System by an Operational Commander in a manner described in RA 1020(1): Role and Responsibilities of the Aviation Duty Holder. The Ship’s Commanding Officer (CO) or DDH authorizes aviation activity from their Ship and may be the Operational Commander, or the role of Operational Commander may be performed by a third party; in either circumstance, the Ship’s CO or DDH remains responsible for immediate RtL to personnel on the Ship.	No

1395[07](01)003	[07]	Authorized	AMC	Authorization to Permit Embarked Aviation in ►His◄ Majesty's / MOD Ships	3. The Release To Service (RTS)[5] or appropriate Military Permit To Fly (MPTF)[6], [7] of an Air System should generically permit the Air System to operate in a maritime role and conduct embarked operations to HM / MOD Ships. [5] Refer to RA 1300 – Release To Service. [6] Refer to RA 5880 – Military Permit To Fly (Development) (MRP Part 21 Subpart P). [7] Refer to RA 1305 – Military Permit To Fly (In-Service), (Special Case Flying) and (Single Task).	No
1395[07](01)004	[07]	Authorized	AMC	Authorization to Permit Embarked Aviation in ►His◄ Majesty's / MOD Ships	4. A SA-Release is not required for short term and / or non-enduring nature Crossdeck Operations. Such activity should be conducted in accordance with (iaw) BRd 766[8] . The Ship DH and ADH / AM(MF) chain should remain accountable for the safe operation of the Ship / Air System and that RA 1026[9] still applies in the case of HM / MOD ships. NCHQ NAvn advice should determine if the activity may be considered appropriate to be conducted iaw MPP-02[10] or whether a specific clearance is required. In such circumstances the Ship DH and ADH / AM(MF) chains should ensure, as a minimum that the associated procedures detailed in BRd 766 are followed. [8] Refer to BRd 766 – Embarked Aviation Orders. [9] Refer to RA 1026 – Aerodrome Operator and Aerodrome Supervisor (Recreational Flying) Roles and Responsibilities ►◄. [10] Refer to MPP-02 – Helicopter Operations from Ships other than Aircraft Carriers (HOSTAC).	No
1395[07](01)005	[07]	Authorized	GM	Authorization to Permit Embarked Aviation in ►His◄ Majesty's / MOD Ships - SA-Release	5. The SA-Release will be generated iaw RA 1395(2) and authorized by the Royal Navy Release To Service Authority (RN RTSA) for Air Systems required to embark in HM / MOD Ships. The SA-Release process provides a clearance for a Ship Class to conduct embarked aviation with a specified Air System Type / Mark iaw established orders as directed in ►RA 2309◄. This process is illustrated at Annex A Figure 1, and is to be read in conjunction with the Roles and Responsibilities detailed in RA 1029[12].	No
1395[07](01)006	[07]	Authorized	GM	Authorization to Permit Embarked Aviation in ►His◄ Majesty's / MOD Ships - SA-Release	6. Once authorized, the SA-Release will remain valid throughout the lifetime of the Ship-Air System combination unless amended or withdrawn.	No
1395[07](01)007	[07]	Authorized	GM	Authorization to Permit Embarked Aviation in ►His◄ Majesty's / MOD Ships - Authorization to Permit HM / MOD Ships and Air Systems to Conduct Embarked Aviation Outside of Established Orders	7. An abridged route is detailed in Annex A, Figure 2 for conducting specific, short notice urgent or short term operations and unlikely to be repeated requirements that do not fall within the existing clearances and orders. Clearance in such circumstances is achieved through the Ship ODH and ADH / AM(MF) conducting dynamic, pan DLoD assessments of individual Ship and Air System Risks to ensure procedural Safety mitigations can be implemented as required for any given operational requirement. Such Assurance and operation specific direction is to be used to mitigate specific Ship shortfalls (such as limited Ship's company experience and / or training shortfalls; equipment deficiencies; etc) or aviation shortfalls (such as crew currency; Aircraft deficiencies; specific climatic conditions; etc). Such abridged authorizations will be temporary in nature. For scheduled deployments, operational planners would be expected to ensure that all SA-Releases for expected combinations of Ships and Air Systems are in place following the SA-Release process in Annex A, Figure 1.	No
1395[07](01)008	[07]	Authorized	GM	Authorization to Permit Embarked Aviation in ►His◄ Majesty's / MOD Ships - Authorization to Permit HM / MOD Ships and Air Systems to Conduct Embarked Aviation Outside of Established Orders	8. The complexity and depth of these Ship ODH and ADH / AM(MF) assessments will be tailored dependent upon the specific operation, including such elements as the duration and level of integration. Consideration will be given to collating evidence from these assessments for any future formal SA-Release.	No
1395[07](01)009	[07]	Authorized	GM	Authorization to Permit Embarked Aviation in ►His◄ Majesty's / MOD Ships - Authorization to Permit HM / MOD Ships and Air Systems to Conduct Embarked Aviation Outside of Established Orders	9. In all circumstances where the Ship and / or Air Systems do not meet the requirements defined in the established orders, these assessments are required before operations commence, to ensure both Ship ODH and ADH / AM(MF) fully understand the RtL associated with their respective platforms. Although in such circumstances formal independent RN RTSA authorization may not be achievable in the time available, both Ship ODH and ADH / AM(MF) are to consider seeking Subject Matter Expert (SME) advice from relevant departments within Defence Equipment & Support (DE&S), Front Line Commands (FLC), Ship PA, NCHQ NAvn and RTSAs ►/ Sponsor◄.	No
1395[07](01)010	[07]	Authorized	GM	Authorization to Permit Embarked Aviation in ►His◄ Majesty's / MOD Ships - Embarkation of Non-MOD Air Systems	10. Where the requirement for foreign ►◄ Air Systems[13] to conduct embarked aviation is enduring, then the issue of a SA-Release will be required. In such circumstances, where no UK ADH / AM(MF) chain and / or Type Airworthiness Authority (TAA)14 exist, the requirement sponsor is responsible for providing information on the Air System15 iaw RA 1395(2) paragraph 15. 13 ►Refer to RA 1029(4): Foreign Air System Sponsor: Roles and Responsibilities.◄	No
1395[07](01)011	[07]	Authorized	GM	Authorization to Permit Embarked Aviation in ►His◄ Majesty's / MOD Ships - Embarkation in Non-HM / MOD Ships	11. UK Military registered Air System embarkations in non HM / MOD Ships are outside of this regulation, however in order to manage RtL, ADHs / AM(MF)s will follow the principles of SA-Release when planning embarkations, utilizing the guidance within this RA, BRd 766 and MPP-02. Further advice will be sought from NCHQ NAvn ►and the RN RTSA.◄	No

1395[07](01)012	[07]	Authorized	GM	Authorization to Permit Embarked Aviation in ►His◄ Majesty's / MOD Ships - Risk to Life boundary demarcation	12. The Ship DH ►/ AP◄ is accountable for the RtL of an individual aboard a ship, that is due to embark on an Air System, until they are taken under the supervision of the Aircraft's crew or pass under the Aircraft's main rotor (whichever occurs first), at which point the ADH / AM(MF) becomes accountable for the RtL that the Air System poses to them. Additionally, the ADH / AM(MF) would be accountable for the RtL of an individual embarked on an Air System until they are taken under the supervision of the Flight Deck Crew or pass from underneath the Aircraft's main rotor (whichever occurs first) after which accountability passes to the Ship DH ►/ AP◄. If rotors (or engines for Fixed Wing Air Systems) are not turning then the transition point is on entry / exit to/ from the Aircraft.	No
1395[07](02)	[07]	Authorized	Regulation	Ship Air-Release	1395(2) ►The RN RTSA shall review pan DLoD evidence and if satisfied authorize an SA-Release.◄	No
1395[07](02)013	[07]	Authorized	AMC	Ship Air-Release	13. The SA-Release should be an integrated, limitations based document with all associated safety information, operating limits and constraints included in the appropriate part and underpinned by the following considerations: a. The SA-Release should be supported by evidence from all DLoDs[15] based on: (1) An Equipment DLoD based SA-Release Recommendation produced by the Ship PA and the TAA; RA 1395(3) refers. (2) Non-Equipment DLoD assessments drawn from the Ship ►DH / AP◄ and ADH / AM(MF) as appropriate. b. The SA-Release should specify the subject Ship Class and Air System Type / Mark combination. c. The 'as flown' standard of the subject Air System Type / Mark should be defined as suitable for the proposed aviation activities at sea. d. The 'as operated' configuration of the Ship platform (associated with aviation arrangements, equipment and ►crewing) should be◄ defined and is suitable for the proposed aviation activities. e. The identified RtL associated with integration and operation of the subject Ship / Air System combination, across all DLoDs, should be demonstrated to be As Low As Reasonably Practicable (ALARP) and Tolerable, and owned by the Ship DH ►/ AP◄ or ADH / AM(MF). Procedural Safety mitigations, including those identified in the Ship Safety Assessment and Air System Type Airworthiness Safety Assessment (TASA) should be included in a ADH / AM(MF) SA-Release Safety Statement and supported by a claim-argument-evidence based Safety Case[16] which should be reflected in the SA-Release. [15] For UK Military Registered Air Systems see also RA 1205 – Air System Safety Cases; For HM / MOD Ships see DSA02-DMR – Defence Maritime Regulations for Health, Safety and Environmental Protection. [16] Refer to BRd 766 Chapter 1 Annex EAO01(4)C.	No
1395[07](02)014	[07]	Authorized	AMC	Ship Air-Release	14. The content of the SA-Release should: a. Be maintained by the RN RTSA; supported by the Ship DH ►/ AP◄, Ship PA, ADH / AM(MF), TAA, Air System RTSA, and Sponsor as appropriate. b. Include an Audit trail of amendments. c. Be subject to a formal review on a routine basis	No
1395[07](02)015	[07]	Authorized	AMC	Ship Air-Release	15. For non-UK Military Registered Air Systems where no UK ADH / AM(MF) and / or TAA exists, the ►Foreign Air System Sponsor◄ should be responsible for: a. Providing the Air System Equipment DLoD Safety evidence associated with the production of a SA-Release Recommendation to DE&S following the principles in RA 1395(3). The ►requirement sponsor◄ should not be responsible for managing ►Type or Continuing◄ Airworthiness as this remains the responsibility of the civil Air System Type Certificate / Supplementary Type Certificate (TC / STC)[20] holder, ►Continuing Airworthiness Manager (CAM)◄ or accountable person within the foreign military Air System operating authority. b. Providing the non-Equipment DLoD Safety evidence associated with the production of a SA-Release to the RN RTSA. The ►requirement sponsor◄ should not be responsible for managing 1st party RtL of the Air System as this remains the responsibility of the civil Air System Air Operator Certificate (AOC)[19] holder (or equivalent) or accountable person within the foreign ►◄ Air System operating authority. [20] As defined in European Union Aviation Safety Agency (EASA) ►and UK Civil Aviation Authority◄ Regulation.	No
1395[07](02)016	[07]	Authorized	AMC	Ship Air-Release	16. This RA should be read in conjunction with RA 1029[12].	No
1395[07](02)017	[07]	Authorized	GM	Ship Air-Release	17. Annex A, Figure 1 illustrates the SA-Release process and the relationship between the organizations responsible for producing the outputs which enable the production and approval of a SA-Release. Fundamental to this is that the RtL for aviation operations with HM / MOD Ships remains clearly defined between the Ship DH ►/ AP◄ and ADH / AM(MF). The ADH / AM(MF) remains accountable for the inherent RtL to all parties associated with their Air System, noting that the Ship DH ►/ AP◄ is accountable for the RtL that the Ship poses to the Air System and that the Air System poses to the Ship's Company specifically. DH-Facing Organizations ►will◄support the ADH / AM(MF) with delegations defined as appropriate for delivery of safe equipment. The development and approval of the SA-Release is therefore a crucial element in managing the interface between these DHs.	No
1395[07](02)018	[07]	Authorized	GM	Ship Air-Release	18. The SA-Release is complementary to the existing authorization processes for Ships (DSA02-DMR) and Air Systems (eg RA 1300 Series[21] or ►appropriate MPTF◄) and will not countermand the limitations or requirements of these processes (ie if any doubt exists, then the most restrictive limitation ►will◄ be applied).	No
1395[07](02)019	[07]	Authorized	GM	Ship Air-Release	19. The SA-Release will take account of design differences of individual Ships within a Ship Class that impact aviation. Ships within the subject Ship Class, iaw the requirements of DSA03-DMR[22], must hold Naval Authority Certification (including a valid Certificate of Safety (Aviation) (CS-A)) and subsequently hold a Ship Management Certificate. [22] Refer to DSA03-DMR – Naval Authority Rules for Certification of MOD Shipping.	No
1395[07](02)020	[07]	Authorized	GM	Ship Air-Release	20. The maturity of Non-Equipment DLoDs relevant to safe integration of the Ship and Air System will be assessed and demonstrated to the RN RTSA by the Ship DH ►DH / AP◄ and ADH / AM(MF). The output of these assessments will be summarised in a ADH / AM(MF) SA-Release Safety Statement supported by a pan DLoD claim-argument-evidence assessment and Command Safety & Environmental Summary. The RN RTSA will issue the SA-Release once the Ship ►DH / AP◄ and ADH / AM(MF) have finalised their respective Safety Statements.	No
1395[07](02)021	[07]	Authorized	GM	Ship Air-Release	To facilitate operation of the Air System on the Ship it might be necessary to Authorize operation of certain aspects of the integrated Ship / Air System combination in advance of others (eg for the conduct of Ship-Air trial activity). In such cases, the SA-Release process will proceed incrementally through the imposition of Ship-Air Special Releases iaw RA 1395.	No

1395[07](02)022	[07]	Authorized	GM	Ship Air-Release	22. Generation of a SA-Release can be detailed and include representation from a large number of stakeholders. In order to manage this process further guidance is available in NCHQ Mid-Level Orders[1919], stakeholders can follow these additional requirements, noting that on most occasions a SA-Release will involve a minimum of one NCHQ DH. When a new ship or Air System enters service, extensive planning will be required to conduct First of Class Flying Trials or First of Type Flying Trials respectively[23]. The purpose of the Ship-Air Working Group (WG), however, is not a function of Project Management, but rather as the vehicle to achieving regulatory compliance.	No
1395[07](03)	[07]	Authorized	Regulation	Ship Air-Release Recommendation	1395(3) The Ship PA and TAA shall jointly prepare the SA-Release Recommendation for each Ship / Air System combination to the satisfaction of the RN RTSA.	No
1395[07](03)023	[07]	Authorized	AMC	Ship Air-Release Recommendation	23. The SA-Release Recommendation is the evidenced equipment-based argument supporting the SA-Release; all operating requirements, limitations, warnings and cautions should be in a format consistent with the SA-Release structure or prepared to the satisfaction of the RN RTSA and the Ship-Air WG. Content is likely to vary dependent upon the type of clearance being required.	No
1395[07](03)024	[07]	Authorized	AMC	Ship Air-Release Recommendation	24. The Ship PA and TAA should certify that the SA-Release Recommendation: a. Demonstrates that both the Ship and Air System equipment are acceptably safe to conduct embarked aviation. b. Provides an acceptably safe Ship / Air System operating envelope for subsequent approval and authorization.	No
1395[07](03)025	[07]	Authorized	AMC	Ship Air-Release Recommendation	25. The Ship PA and TAA should submit the SA-Release Recommendation and supporting evidence to the Ship-Air WG for consideration and copy to the Defence Safety Authority, for the Military Aviation Authority (MAA) Head of Regulation & Certification, Head of the DMR and the RN RTSA. This should include an updated draft of the relevant BRd 766 Chapters for the Air System and Ship / Air combination. The SA-Release Recommendation should include as key components the outcome of: a. The Military Air System Certification Process[24]. b. The Certification process for aviation capable HM / MOD Ships[2222]. c. Updated drafts of the relevant BRd 766 chapters for the Ship, Air System and Ship / Air combination. d. Equipment Hazards identified within Ship / Air System Safety Assessments which are mitigated by DLoDs for which the DHs ►are◄ responsible. e. The reviewed BRd 766 chapters that identifies any elements that cannot be substantiated by supporting evidence or are generated through DLoDs for which the DHs ►are◄ responsible. [24] Refer to RA 5810 – Military Type Certificate (MRP Part 21 Subpart B).	No
1395[07](03)026	[07]	Authorized	GM	Ship Air-Release Recommendation	26. The Ship PA and TAA will prepare the SA-Release Recommendation, coordinating its development through Working Groups considering each Ship / Air System combination iaw the requirements of f ► RA 1029(2)and RA 1029(3). .◄	No
1395[07](03)027	[07]	Authorized	GM	Ship Air-Release Recommendation	27. The SA-Release Recommendation will contain the content of the proposed SARelease bar any amendments deemed necessary by the RN RTSA. It will articulate: a. The suitability of the Air System to operate with the Ship and its associated equipment safely in the maritime environment. This will be supported by evidence from the Air System TASA and subordinate TASAs where appropriate. b. The suitability of the Ship to operate safely with the Air System and its associated equipment. This will be supported by evidence from the Ship Aviation Safety Report (SASR) and from subordinate Safety Assessments where appropriate. c. That an acceptably safe Ship-Air System operating envelope has been established for the detailed Ship / Air System combination. Although derived from the Ship and Air System Safety Cases (ASSC), the development of the Ship-Air System operating envelope, including the imposition of limitations, will be supported by appropriate evidence, for example Instrumented Flying Trials and Independent Test and Evaluation (ITE) evidence, or evidence derived from analysis of previously conducted trials.	No
1395[07](03)028	[07]	Authorized	GM	Ship Air-Release Recommendation	28. The SA-Release Recommendation will include specific operating procedures but may also reference other related operating procedures (Standard Operating Procedures, Emergency Operating Procedures, etc) or other orders developed from the DLoD / Safety Assessments and trials evidence.	No
1395[07](04)	[07]	Authorized	Regulation	Ship-Air Special Releases	1395(4) ►When the SA-Release evidence requirements of RA 1395(2) cannot be fully met,◄ a Ship-Air Special Release shall be raised by the Ship PA and TAA to permit Ship Classes and Air System Type / Marks to conduct embarked aviation ►◄.	No
1395[07](04)029	[07]	Authorized	AMC	Ship-Air Special Releases	29. A ►Ship-Air Release with Limited Evidence (SA RLE) as authorized by the RN RTSA, should: a. Be identified when a fully substantiated Ship and / or ASSC is not available to support a full SA-Release, but on the balance of available evidence, clearance is judged safe and within the declared Safety Target. This can include Test and Evaluation activity. b. Be reviewed at a periodicity not exceeding 12 months. c. Have a maximum life of 5 years.	No
1395[07](04)030	[07]	Authorized	AMC	Ship-Air Special Releases	30. A Ship-Air Operational Emergency Release (SA OER) should be raised when the RtL is considered too high for normal day-to-day operations. A SA OER, as authorized by the RN RTSA, should: a. Be identified when the embarked aviation activity associated with a specified Ship / Air System combination is deemed outside the declared Safety Target. A SA OER is not applicable to Air Systems under the responsibility of an AM(MF). b. Be jointly enabled at Ship ODH and ADH level for a defined activity or period. c. Be reviewed at a periodicity not exceeding 12 months.	No
1395[07](04)031	[07]	Authorized	GM	Ship-Air Special Releases - General	31. Where a Special Release is ►◄ used to permit a Ship / Air System combination to conduct embarked aviation activity in lieu of a full SA-Release, a SA OER and SA-RLE can only become a fully Authorized SA-Release with the provision of suitable additional evidence.	No
1395[07](04)032	[07]	Authorized	GM	Ship-Air Special Releases - General	32. For trials activity this Regulation ►must◄ be read in conjunction with RA 2370[30]. [30] Refer to RA 2370 – Test and Evaluation.	No
1395[07](04)033	[07]	Authorized	GM	Ship-Air Special Releases - General	33. Special Releases may also be used to introduce a new operating capability (eg Helicopter In-Flight Re-fuelling (HIFR)), changes in limitations (eg Ship Helicopter Operating Limits (SHOL)), or adding subordinate equipment (eg Air Launched Weapon), to an existing Release document. Where a Special Release is used in this manner, the Acceptable Means of Compliance and Guidance Material contained within paragraphs 29 to 32 above will remain applicable.	No

1395[07](04)034	[07]	Authorized	GM	Ship-Air Special Releases - SA OER	34. A SA OER will only be used to permit aviation activities related to a specified Ship / Air System combination under the following circumstances: a. In conditions of actual or potential hostile enemy action. b. In the evaluation of options needed for contingency planning. c. In other conditions of operational imperative, to include training for actual, or planned, operations, when enabled by the Ship ODH and ADH. The RN RTSA is to be informed of all such activity, and the Aviation ODH is to consider seeking Air System RTSA advice prior to use of the SA OER.	No
1395[07](05)	[07]	Authorized	Regulation	Ship Air-Release – Remotely Piloted Air Systems	1395(5) Embarked operation of RPAS in HM / MOD Ships[31] shall be authorized. [31] Due to the flexibility offered by RPAS this Regulation applies to all HM / MOD ships including those not considered aviation capable and submarines.	No
1395[07](05)035	[07]	Authorized	AMC	Ship Air-Release – Remotely Piloted Air Systems	35. Where the requirement for an RPAS32 to be operated from a HM / MOD Ship exists, the combination should be Authorized through an appropriate SA-Release process (with the exception of RPAS categorized in the A1 Open sub-category). The level of Authorization required is dependent on the Risk: a. RPAS categorized in the Open A2 and A3 sub-categories and ►◄Specific ►◄ category. The Ship DH ►/ AP◄ and RPAS ►Responsible Officer (RO)◄ / RPAS Accountable Manager (AM) ►ADH / AM(MF)◄ should complete a preliminary assessment of Risk, in consultation with the Ship PA ►and TAA34◄, prior to discussion with the RN DRTSA, who ►should◄decide on the extent of SA-Release required ►and whether the accelerated route illustrated at Annex A Figure 3 / 4 is applicable.◄ b. RPAS categorized in the ►◄ Certified Category. ►The Ship DH / AP and ADH / AM(MF) should◄ conduct a full SA-Release iaw RA 1395(2).	No
1395[07](05)036	[07]	Authorized	AMC	Ship Air-Release – Remotely Piloted Air Systems	36. Prior to being operated, all RPAS should have received a Letter of Endorsed Categorization from the MAA iaw RA 1600. Where RA 1600 does not apply, such as Civilian Operated RPAS operating iaw the Air Navigation Order, ►the organizations operating RPAS◄ should demonstrate equivalence with respect to►the RA 1600◄ Categorization ►requirements by complying with paragraph 35.	No
1395[07](05)037	[07]	Authorized	AMC	Ship Air-Release – Remotely Piloted Air Systems	37. Unless conducting Crossdeck Operations or operating under a Trial Instruction all Air Systems should be within the Scope of the ship's certificate23, 36, this applies to all HM / MOD ships including those not previously considered aviation capable, boats and submarines.	No
1395[07](05)038	[07]	Authorized	AMC	Ship Air-Release – Remotely Piloted Air Systems	38. When carrying out the accelerated route illustrated at Annex A Figure 3 / 4, as a minimum the Ship DH / AP and RPAS RO / RPAS AM / ADH / AM(MF) should consider the following in the Risk Assessment: a. RPAS / Vessel Electromagnetic Interference (EMI). b. Take-off and landing location and method. c. Battery charging and stowage. d. Fuel storage and transportation. e. Inter-Communications as applicable between the Remote Pilot and: (1) Flight Deck Officer (FDO). (2) Command. (3) Air Systems Controller. (4) Principle Warfare Officer (PWO). (5) Deck Crew. f. Firefighting. g. Radiation Hazards. h. Ship Motion / SHOLS. i. Air Flow effect on RPAS. j. Remote Pilot Station (RPS) Location. k. Securing and movement / handling of RPAS. l. Concurrent operations. m. Impact of RPS equipment on other RPAS and crewed operations. n. Maintenance / Equipment stowage and activity areas.	No
1395[07](05)039	[07]	Authorized	AMC	Ship Air-Release – Remotely Piloted Air Systems	39. The Ship DH / AP and RPAS RO / RPAS AM / ADH / AM(MF) should generate a set of SOPs to operate the Air System and Ship combination for this SA-Release.◄	No
1395[07](05)040	[06]	Authorized	GM	Ship Air-Release – Remotely Piloted Air Systems	40. The extent of SA-Release Assurance required may range from a simple documented agreement between DHs to completion of the full SA-Release process, depending on the Risk encountered during the embarked take off and landing cycle (including movements, securing, start up, shut down, etc). The aggravating and mitigating factors in RA 1600 for RPAS categorization may not be the primary indicators of Risk in this phase of operation.	Guidance
1400[04]	[04]	Authorized	RA	1400 - RA (Issue 4) - Flight Safety	Flight Safety is a key component of Air Safety and is a collective endeavour to operate safely in the Defence Air Environment (DAE) that embraces any activity in flight or on the ground that contributes to the operation of Air Systems. A failure to enforce Flight Safety will increase Risk to Life and therefore coherent control of supporting activities is required. This RA details the requirements organizations dealing with Flight Safety are to manage, in order to ensure the safe operation of Air Systems.	Yes
1400[04](01)	[04]	Authorized	Regulation	1400(1) - Regulation - Flight Safety	Aviation Duty Holders (ADH), Accountable Managers (Military Flying) (AM(MF)), Accountable Managers (AM)[1] and Heads of ADH-Facing Organizations[2] shall have appropriate Flight Safety measures in place, and promulgate appropriate orders, to support the flying operations for which they are responsible. [1] Those AMs within: ADH-Facing Organizations; Maintenance Approved Organizations; or Air Traffic Management Equipment Approved Organizations. This RA excludes those AMs within Design Approved Organizations. [2] 'Heads of ADH-Facing Organizations' includes but is not limited to: Aviation Delivery Team Leaders, Commodity Delivery Team Leaders, Heads of Establishment (HoE), Military Continuing Airworthiness Managers (Mil CAMs).	Yes

1400[04](01)001	[04]	Authorized	AMC	1400(1).1 - AMC - Flight Safety	ADHs and AM(MF)s should: a. Have a Flight Safety organization in place. b. Produce orders or instructions detailing the Flight Safety organization and duties within their Area of Responsibility (AoR). c. Nominate and issue Terms of References (TOR) to Suitably Qualified and Experienced Persons (SQEP) Flight Safety Officers (FSO) and Foreign Object Debris (FOD)[3], [4] Prevention Officers. [3] As defined in MAA02: Master Glossary. [4] For further guidance and instructions for FOD prevention see AP 8000 – Air TLB Safety and Environmental Management System.	Yes
1400[04](01)002	[04]	Authorized	AMC	1400(1).2 - AMC - Flight Safety	AMs and Heads of ADH-Facing Organizations should produce orders and instructions detailing the Flight Safety measures and duties appropriate to the flying activity which they support.	Yes
1400[04](01)003	[04]	Authorized	GM	1400(1).3 - GM - Flight Safety	Relevant HoEs[5] may nominate and issue TORs to SQEP FSO and FOD Prevention Officers. [5] 'Relevant HoEs' are the individuals with responsibility for Duty of Care within their AoR, where aviation activity takes place.	Guidance
1400[04](01)004	[04]	Authorized	GM	1400(1).4 - GM - Flight Safety	Flight Safety may include, but is not limited to: a. Promotion of a positive Air Safety culture. b. Identification of hazards and risks. c. Provision for the reporting and investigation of all Flight Safety occurrences, subsequent understanding of the cause(s) and promulgation and implementation of lessons identified. d. FOD Prevention. e. FOD removal.	Guidance
1400[04](01)005	[04]	Authorized	GM	1400(1).5 - GM - Flight Safety	Within the bounds of security and commercial considerations DAE organizations must share relevant Flight Safety information.	Guidance
1400[04](01)006	[04]	Authorized	GM	1400(1).6 - GM - Flight Safety	Additional guidance on Air Safety principles, policies and procedures can be found in RA 1200[6] and the MAA Manual of Air Safety. [6] Refer to RA 1200 – Air Safety Management.	Guidance
1410[10]	[10]	Authorized	RA	Occurrence Reporting and Management - Rationale	Accurate and timely Occurrence reporting with effective investigation is fundamental to identifying Air Safety Risks and delivering effective mitigation. Without a simple, robust reporting and management system, that includes investigation and feedback, these events will re-occur, leading to increased Risk to personnel, equipment and the public. This RA requires the Regulated Community to report all Air Safety Occurrences, and take appropriate action, in order to reduce the overall number of events.	Yes
1410[10](01)	[10]	Authorized	Regulation	Occurrence Reporting and Management	Aviation Duty Holders (ADH), Accountable Managers (Military Flying) (AM(MF)), Accountable Managers (AM)[1], and Heads of ADH-Facing Organizations[2], [3] shall ensure that all Air Safety reportable Occurrences are reported, managed and appropriate action taken.	Yes
1410[10](01)001	[10]	Authorized	AMC	Occurrence Reporting and Management	1. Air Safety Occurrences should be reported in accordance with (iaw) Annex A and the Air Safety Information Management System (ASIMS) User Manual (hosted on the MAA websites).	Yes
1410[10](01)002	[10]	Authorized	AMC	Occurrence Reporting and Management	2. ADHs, AM(MF)s, AMs, and Heads of ADH-Facing Organizations with access to ASIMS[4] should ensure that: a. All Air Safety Occurrences are reported, investigated, the results recorded, and any identified actions recorded and closed using the ASIMS as the primary management tool. b. A Significant Occurrence Notification (SON) is raised following any Accident, or any serious or sensitive Incident utilizing the template held on the MAA websites and accessible through the ASIMS homepage. c. An ASIMS Occurrence Reporting Structure is maintained and managed.	Yes
1410[10](01)003	[10]	Authorized	AMC	Occurrence Reporting and Management	3. ADHs, AM(MF)s, AMs and Heads of ADH-Facing Organizations without access to ASIMS should ensure that: a. All Air Safety Occurrences are reported in the first instance to the MOD in the form of a PDF Defence Air Safety Occurrence Report (DASOR) within the timescales detailed in Annex A. Subsequent actions, including the following may be completed via an appropriate local Occurrence Management System and uploaded to ASIMS upon completion: (1) Investigating the cause, (2) Recording the result of the investigation, (3) Identifying any recovery actions and recording their closure. b. A SON is raised following any Accident, or any serious or sensitive Incident utilizing the template held on the MAA websites. c. A local Occurrence Reporting Structure is maintained and managed.	Yes
1410[10](01)004	[10]	Authorized	AMC	Occurrence Reporting and Management	4. Air Safety Occurrences involving civil registered Aircraft, MOD civil derived Aircraft or applicable agencies should be reported as a DASOR and distributed as a Mandatory Occurrence Report (MOR) iaw paragraph 17 and European Regulation 376/2014 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018. ADHs, AM(MF)s, AMs, and Heads of ADH-Facing Organizations should ensure that any MOR received from civil aviation, which might affect Defence Aviation, is also reported as a DASOR. MORs should be attached to the DASOR for ease of information transfer.	Yes
1410[10](01)005	[10]	Authorized	AMC	Occurrence Reporting and Management	5. ADHs, AM(MF)s, AMs and Heads of ADH-Facing Organizations should ensure that all DASORs relating to their platform or equipment type(s) are routinely reviewed, assessed for safety and / or Airworthiness impact with appropriate activity undertaken by individuals who are Suitably Qualified and Experienced Persons (SQEP)[5]. This activity includes, but is not limited to, actions against the Hazard Log and equipment safety assessment.	Yes

1410[10](01)006	[10]	Authorized	AMC	Occurrence Reporting and Management	6. ADHs, AM(MF)s, AMs and Heads of ADH-Facing Organizations should ensure that: a. Their Air Safety Management System[6] explicitly trends and tracks applicable Occurrence Investigation recommendations to closure. b. Applicable Occurrence Investigation recommendations that affect their Air System Safety Case (ASSC) are reviewed as part of the periodic ASSC review[7]; especially those from Service Inquiries (SI) and Director General Defence Safety Authority (DSA-DG) Non-Statutory Inquiries (NSI).	Yes
1410[10](01)007	[10]	Authorized	AMC	Occurrence Reporting and Management	7. TAAs and Commodity DTLs should ensure that a brief summary of activity relating to each DASOR is added in a timely manner to inform and support the relevant investigation; this summary should also include reference of any Special Instructions (Technical) raised, references to Airworthiness management tools (eg RESOLVE), and other supporting documentation as required.	No
1410[10](01)008	[10]	Authorized	AMC	Occurrence Reporting and Management	8. DASOR information transmitted via ASIMS should be classified no higher than Official[8]. Where relevant information attracts a higher classification, ADHs, AM(MF)s, AMs and Heads of ADH-Facing Organizations should maintain a record on an appropriately classified system that refers to the corresponding DASOR.	Yes
1410[10](01)009	[10]	Authorized	AMC	Occurrence Reporting and Management	9. DASORs should be distributed to all areas, such as other ADHs, AM(MF)s, AMs and Heads of ADH-Facing Organizations that may be affected or provide / gain benefit through awareness.	Yes
1410[10](01)010	[10]	Authorized	AMC	Occurrence Reporting and Management	10. ADHs, AM(MF)s, AMs and Heads of ADH-Facing Organizations should assure the quality of the reports within their Area of Responsibility.	Yes
1410[10](01)011	[10]	Authorized	GM	Occurrence Reporting and Management	11. Air Safety Occurrences fall into one of 3 types: Accidents, Incidents or Hazard Observations[9]. To reduce the likelihood of re-Occurrence, all Air Safety Occurrences and failures of safety controls (including those that originate in areas such as logistics, infrastructure and other support) need to be reported and investigated to a suitable depth in order that causes are understood and lessons identified, promulgated and appropriate action taken. Examples of Air Safety reportable Occurrences are detailed in Annex B.	Guidance
1410[10](01)012	[10]	Authorized	GM	Occurrence Reporting and Management	12. Timely and accurate Occurrence reporting is required across Defence Aviation to: a. Notify all relevant agencies of actual and potential Hazards. b. Identify the cause and causal factors. c. Initiate further investigation where appropriate. d. Highlight recommendations to address identified issue(s). e. Enable data capture and analysis.	Guidance
1410[10](01)013	[10]	Authorized	GM	Occurrence Reporting and Management	13. Reporting Types. There are three main Occurrence report types: a. Significant Occurrence Notification. It is essential that a SON is submitted as soon as possible following any applicable reportable Occurrence, see Annex A, and updated as additional information becomes available, so that senior military leadership is notified as quickly and as accurately as possible. Units / Organizations submitting a SON are to ensure their Chain of Command and supporting organizations, such as ADH chain / AM(MF), TAAs etc, are appropriately informed independently of the SON. SONs need to be supported by a linked DASOR, where possible. The format for a SON and the report addressees are available in the SON template held on the MAA websites and accessible through the ASIMS homepage. b. Defence Air Safety Occurrence Report. All Occurrences (including those described in a SON) need to be reported and distributed using a DASOR submitted via ASIMS. Other documents may be referenced where either classification or sensitivity markings mean they are inappropriate for transmission via ASIMS. c. Unit Level Forms. An alternative method for the initial reporting of Hazard Observations may be in use at unit level such as InForms and / or for Navy Command Aircraft Operating Authority Units, the Flight Safety Log, nevertheless all Air Safety related observations need to be recorded via a DASOR.	Guidance
1410[10](01)014	[10]	Authorized	GM	Occurrence Reporting and Management	14. Non-ASIMS Organizations. For organizations not using ASIMS as its primary management tool, an editable DASOR template can be found on the MAA websites. This will result in organizations dual reporting to ensure that all interested parties are aware of the Occurrence.	Guidance
1410[10](01)015	[10]	Authorized	GM	Occurrence Reporting and Management	15. Reporting Procedures. Air Safety reporting procedures including required timelines will be iaw Annex A.	Guidance
1410[10](01)016	[10]	Authorized	GM	Occurrence Reporting and Management	16. ASIMS Training. Individuals ►may◄ complete the ►◄ online training, which is available within ASIMS on the launch ►page◄, for their respective roles and responsibilities within the reporting process, prior to the use of ASIMS. MAA sponsored ASIMS role training is available via Safety Training for Error Prevention (STEP), the suite of which is highlighted in RA 1440[10].	Guidance
1410[10](01)017	[10]	Authorized	GM	Occurrence Reporting and Management	17. Civil Occurrence Reporting[11]. The European Union (EU) MOR scheme, as detailed in European Regulation 376/2014 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018, is comprised of MORs and Voluntary Occurrence Reports (VOR). The MOD requires DASORs for a wider selection of Occurrences than the civilian MORs and VORs[12]. The Occurrence Manager needs to select the ASIMS MOR function for all appropriate DASORs (for both civilian MORs and civilian VORs), using the following breakdown: a. MORs. Occurrences which may represent a significant Risk to aviation safety, such as Occurrences related to: (1) The operation of the Air System. (2) Technical conditions, Maintenance and repair of the Air System. (3) Air navigation services and facilities. (4) Aerodromes and ground services. b. VORs. Occurrences which: (1) May not be captured as a MOR. (2) Are perceived by the reporter as an actual or potential Hazard to aviation safety.	Guidance
1410[10](01)018	[10]	Authorized	GM	Occurrence Reporting and Management - Reporting of Occurrences Involving Other Nations[13]	18. Significant Occurrences involving other nations' military Air Systems which occur in the UK Flight Information Regions or in UK overseas territories[14], or are under the control of or hosted by a UK Service unit or Contractor Flying Organization, need to be reported via a SON.	Guidance
1410[10](01)019	[10]	Authorized	GM	Occurrence Reporting and Management - Reporting of Occurrences Involving Other Nations[13]	19. Where an Occurrence, significant or otherwise, takes place under the control of or hosted by a UK Service unit or Contractor Flying Organization a DASOR also needs to be raised by the controllers or hosts respectively.	Guidance

1410[10](01)020	[10]	Authorized	GM	Occurrence Reporting and Management - Confidential Reporting	20. General. There may be occasions where an individual may not wish to raise an issue with their immediate superior or colleagues through the DASOR reporting system. In this circumstance reports may be raised through the pan-Defence confidential reporting scheme directly to an appropriate sponsor.	Guidance
1410[10](01)021	[10]	Authorized	GM	Occurrence Reporting and Management - Confidential Reporting	21. Defence Confidential Occurrence Report Scheme (DCORS). The DCORS aims to encourage the reporting of such Incidents directly to the appropriate Command Flight Safety Officer (CFSO) or MAA as per the DCORS form. If desired, the author's anonymity is guaranteed and names will only be released with appropriate consent. Reports submitted anonymously will still be staffed, but they are less likely to be concluded satisfactorily, and originators will not receive feedback. Those reports that do include the author's details enable the recipient to seek further detail / clarification, if needed, and allow feedback.	Guidance
1410[10](01)022	[10]	Authorized	GM	Occurrence Reporting and Management - Confidential Reporting	22. Procedure. The DCORS procedure is as follows: a. Forms. The DCORS form and addresses are available on the MAA website and accessible through the ASIMS homepage. Forms may be submitted in a plain envelope addressed to the appropriate sponsor. b. Progression. Only the individual to whom it is addressed may open the letter. The MAA or the relevant CFSO will reply to the originator with a full progress report. c. Publication of DCORS. Information from DCORs may be published for educational purposes; however, CFSOs will maintain confidentiality. If, for any reason, an originator feels that a report may not be used for any subsequent publicity this will be explicitly stated. d. Forms Supply. ADHs, AM(MF)s and CFSOs will ensure that a supply of DCORS forms is readily available.	Guidance
1410[10](01)023	[10]	Authorized	GM	Occurrence Reporting and Management - Investigations	23. All Air Safety Occurrences will be investigated. The aim of the investigation is to determine what happened, why it happened and provide formally recorded recommendations or mitigation[15] to prevent recurrence. There are three main types of investigation: a. Service Inquiries (SI)[16], [17]. When mandated by law or policy, or where DSA-DG deems appropriate, DSA-DG will convene a SI iaw The Armed Forces (Service Inquiry) Regulations 2008 and RA 1420. When DSA-DG deems that a SI is not required, the DSA-DG may direct that an NSI be conducted by the relevant authority (such as the ADH). b. Occurrence Safety Investigation (OSI). An OSI is a non-statutory and flexible investigation that provides a standard Defence investigation format within ASIMS that can be used to record an investigation into any Air Safety Occurrence. An OSI also provides additional levels of scrutiny through the Occurrence Review Group (ORG). c. Local Investigation (LI). For Occurrences that do not require a SI or OSI, the depth of the investigation may be tailored by the local Occurrence Manager to suit the nature of the Occurrence.	Guidance
1410[10](01)024	[10]	Authorized	GM	Occurrence Reporting and Management - Investigations	24. Investigation Support. The Defence Accident Investigation Branch (DAIB) will support the SI and can also provide advice and assistance to the NSI. Following notification by SON, DAIB staff acting on behalf of DSA-DG will review the Occurrence and, subject to information available, may deploy to undertake Triage investigation. All personnel are to assist DAIB investigators during the Triage process to ensure that an accurate Risk picture can be established and the most appropriate follow-on investigation can be instigated[18].	Guidance
1410[10](01)025	[10]	Authorized	GM	Occurrence Reporting and Management - Investigations	25. Recommendations. Recommendations provide a mechanism for managed change within the Air Safety environment based on the conclusions from investigations. As such, they will have a clear and justifiable purpose and a timescale for implementation. Recommendations can be used to address particular causal factor issues or wider preventative / corrective / mitigating action. All recommendations arising from the investigation need to be recorded on ASIMS with any actions taken corroborated with an auditable record of supporting evidence. There are specific requirements with regard to recommendations arising out of SIs.	Guidance
1410[10](01)026	[10]	Authorized	GM	Occurrence Reporting and Management - Airprox investigation and follow-up actions	26. Airprox Reporting. An Airprox form will be raised by the Aircraft commander whenever an Airprox is deemed to have occurred. All parties involved in an Airprox (eg the Aircraft commander, Air Traffic Control (ATC) controllers, Flt Ops Assistants, etc) who are advised that they have been involved in an Airprox, irrespective of whether or not they were aware of the occurrence or considered that it constituted an Airprox, will submit a DASOR which is independent but linked to the Airprox prime DASOR.	Guidance
1410[10](01)027	[10]	Authorized	GM	Occurrence Reporting and Management - Airprox investigation and follow-up actions	27. Investigation. ADHs, AM(MF)s and AMs will ensure that any Airprox involving their Air Systems are investigated. Results of investigations will be placed on a DASOR and linked to any other report pertinent to that Airprox.	Guidance
1410[10](01)028	[10]	Authorized	GM	Occurrence Reporting and Management - Airprox investigation and follow-up actions	28. Follow-up Action. Airprox within UK and delegated airspace will be assessed by the UK Airprox Board (UKAB). Any recommendations from the Director UKAB are to be actioned where required and notified once complete.	Guidance
1420[06]	[06]	Authorized	RA	1420 - RA (Issue 6) - Service Inquiries and Non-Statutory Inquiries	There is a necessity to investigate aviation Accidents and Significant Occurrences[1] to enhance the delivery of operational capability through continuous improvement to Defence Air Safety. Director General Defence Safety Agency (DSA-DG) is appointed by the Defence Council as the primary Convening Authority (CA) for Service Inquiries (SI) into safety related Accidents and Significant Occurrences, which include those occurring in the aviation domain. The SI (whether required by law or policy or convened at the discretion of DSA-DG) and Non-Statutory Inquiries (NSI) (which may be convened at the discretion of DSA-DG or by Aviation Duty Holders (ADH), Accountable Managers (Military Flying) (AM(MF)), Accountable Managers (AM), or Heads of ADH-Facing Organizations) will make recommendations to prevent recurrence and improve Air Safety. [1] A "Significant Occurrence" is an Occurrence involving circumstances indicating that there was a high probability of an Accident and associated with the operation of an Air System. The difference between an Accident and a Significant Occurrence lies only in the severity of the outcome.	Yes

1420[06](01)	[06]	Authorized	Regulation	1420(1) - Regulation - Service Inquiries and Non-Statutory Inquiries	The independent, full time, SI / NSI Panel (working directly to the CA) shall fully investigate all aspects of the Accident or Significant Occurrence and provide the CA with a timely, comprehensive written report, with relevant recommendations. ADHs, AM(MF)s, Ams[2], and Heads of ADH-Facing Organizations[3], [4], [5] shall support the CA in all aspects of the investigation and act upon SI / NSI recommendations. [2] Those AMs within: ADH-Facing Organizations; Contractor Flying Approved Organizations; Maintenance Approved Organizations; Air Traffic Management Equipment Approved Organizations; or Design Approved Organizations. [3] 'Heads of ADH-Facing Organizations' includes but is not limited to: Aviation Delivery Team Leaders, Commodity Delivery Team Leaders, Heads of Establishment (HoE), Military Continuing Airworthiness Managers (Mil CAMs). [4] Refer to RA 1205 – Air System Safety Cases. [5] Where the Air System is Civilian-Owned, ownership of regulatory responsibility by either the Type Airworthiness Authority (TAA) or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model for Type Airworthiness (Taw) management; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed split of Taw responsibilities TAM may be read in place of TAA as appropriate throughout this RA.	Yes
1420[06](01)002	[06]	Authorized	AMC	1420(1).2 - AMC - Service Inquiries and Non-Statutory Inquiries	The MOD Deputy Chief of Defence Staff Duty Officer and / or Permanent Joint Headquarters duty staff should inform DSA-DG, the Defence Accident Investigation Branch (DAIB), Operating Duty Holders (ODH) and AM(MF)s of Accidents and Significant Occurrences[6]. The ODH or AM(MF) should inform all other relevant stakeholders. [6] Refer to RA 1410 – Occurrence Reporting.	No
1420[06](01)003	[06]	Authorized	AMC	1420(1).3 - AMC - Service Inquiries and Non-Statutory Inquiries	Following notification of an Accident or Significant Occurrence, Head DAIB, once directed by DSA-DG, should deploy an appropriately constituted team to gather and secure vulnerable and perishable evidence as soon as possible.	No
1420[06](01)004	[06]	Authorized	AMC	1420(1).4 - AMC - Service Inquiries and Non-Statutory Inquiries	For the avoidance of doubt, Accidents and Significant Occurrences defined in this RA should include those where serious injuries or fatalities occur during parachuting, fast roping or abseiling where a UK military registered Air System is deemed to have had a direct bearing on the occurrence.	No
1420[06](01)005	[06]	Authorized	AMC	1420(1).5 - AMC - Service Inquiries and Non-Statutory Inquiries	Where a SI or NSI is convened, single Service Chiefs of Staff have agreed that they should provide appropriate candidates for the SI or NSI panel as specified by DSA-DG on request from appropriate single Service resources. This will include the appropriate Front Line Command (FLC) provision of assistance to DSA-DG in respect of requirements arising from accidents involving non-FLC Defence aviation contractors.	No
1420[06](01)006	[06]	Authorized	AMC	1420(1).6 - AMC - Service Inquiries and Non-Statutory Inquiries	The SI or NSI panel should conduct the investigation iaw Joint Service Publication (JSP) 832[7]. [7] Refer to JSP 832 – Guide to Service Inquiries.	No
1420[06](01)007	[06]	Authorized	AMC	1420(1).7 - AMC - Service Inquiries and Non-Statutory Inquiries	The SI or NSI panel should avoid the explicit attribution of blame[7]. [7] Refer to JSP 832 – Guide to Service Inquiries.	No
1420[06](01)008	[06]	Authorized	AMC	1420(1).8 - AMC - Service Inquiries and Non-Statutory Inquiries	The SI or NSI panel should aim to be complete within 6 months. Investigations exceeding this timeframe should have progress reports submitted to the CA[8]. These reports should be further distributed as directed by the CA; and all SI and NSI reports are to be provided to Head DAIB. [8] Refer to JSP 832, Chapter 2 Appendix 2, p50 – progress report requirements (every 30 days).	No
1420[06](01)009	[06]	Authorized	AMC	1420(1).9 - AMC - Final Report	The report should be written iaw JSP 832 guidance. Prior to final publication the ODH or AM(MF)[9] should be given the opportunity to check the provisional report for errors of fact and to make contextual or wider comment. To protect the independence of the SI and NSI process, the comments should be retained as part of the Record of Proceedings but will only be incorporated in the main report if they are accepted by the SI and NSI president. [9] Where, due to the content of the report, it would be inappropriate for the relevant 2* ODH/AM(MF) to make comment, 3* or above (or equivalent) comment will be requested.	No
1420[06](01)010	[06]	Authorized	AMC	1420(1).10 - AMC - Final Report	ADHs, AM(MF)s, AMs and Heads of ADH-Facing Organizations identified by the CA to enact SI or NSI recommendations should do so and subsequently report progress to Head DAIB iaw paragraphs 30-31 below.	Yes
1420[06](01)011	[06]	Authorized	GM	1420(1).11 - GM - Service Inquiries and Non-Statutory Inquiries	An aviation safety investigation below SI is a non-statutory and flexible investigation that may be used to investigate any matter (with the exception of those matters for which an SI is mandated by law or policy) in order to establish the cause of the Accident or Significant Occurrence and to make recommendations to prevent recurrence. On a case-by-case basis, DSA-DG may elect to employ an NSI in place of a full SI. In such cases, DSA-DG may provide specialist assistance to an NSI and may also require visibility of the NSI proceedings and findings.	Guidance
1420[06](01)012	[06]	Authorized	GM	1420(1).12 - GM - Service Inquiries and Non-Statutory Inquiries	Where the Accident or Significant Occurrence requires immediate investigation, or further information is required, DSA-DG will task the DAIB to deploy an appropriately constituted investigation team. This action may precede DSA-DG decision to convene an SI or NSI.	Guidance
1420[06](01)013	[06]	Authorized	GM	1420(1).13 - GM - Service Inquiries and Non-Statutory Inquiries	The DAIB team will commence an investigation as soon as possible in order to secure vulnerable and perishable evidence. As part of this process they must be granted unrestricted access to the crash site, Air System and any evidence. This may include, but is not limited to, witnesses, documentation, Air Traffic Control and Air System data recording equipment. They will report on the broad circumstances of the Accident or Significant Occurrence and highlight any immediate Flight Safety concerns to DSA-DG. DSA-DG may use this report, in addition to other information, to determine the appropriate type of investigation into the Accident or Significant Occurrence.	Guidance

1420[06](01)014	[06]	Authorized	GM	1420(1).14 - GM - Service Inquiries and Non-Statutory Inquiries	ADHs, AM(MF)s, AMs and Heads of ADH-Facing Organizations will confirm to DSA-DG via the Military Assistant (DSA-DGMA) or Assistant Military Assistant (DSA-DG-AMA) (contact details at Table 1) that their internal Chains of Command have been made aware. This will trigger an initial discussion between DSA-DG and the ADHs, AM(MF)sAMs and Heads of ADH-Facing Organizations to assess the options for further investigation. Sis or NSIs may be mandated by statute or policy[10]. For other eventualities, the final decision on whether or not to initiate an SI or NSI lies solely with DSA-DG. If DSA-DG determines that there is no requirement to convene an SI, DSA-DG may direct an ADH or AM(MF) to undertake a Non-Statutory Inquiry and give guidance on its conduct. The decision to convene an SI or NSI will normally be made within 48 hours of the Accident or Significant Occurrence. [10] Refer to JSP 832, Para 1.14.	Guidance
1420[06](01)015	[06]	Authorized	GM	1420(1).15 - GM - SI or NSI Convening Process	Where an SI or NSI is to be initiated, DSA-DG will exercise responsibility as CA and will seek appropriate candidates in rank, qualification and experience for the SI or NSI panel posts, as required by the circumstances of the Accident or Significant Occurrence.	Guidance
1420[06](01)016	[06]	Authorized	GM	1420(1).16 - GM - SI or NSI Convening Process	Single Service Manning Authority (SMA) support will be necessary to identify suitable candidates promptly, including the appropriate FLC provision of assistance over the requirements arising from Accidents or Significant Occurrences involving non-FLC Defence Aviation contractors. To allow the CA to balance the experience of the panel, SMA are, wherever possible, to nominate 2 candidates. Panel members will be assigned to the inquiry until the final report has been completed to the satisfaction of the CA.	Guidance
1420[06](01)017	[06]	Authorized	GM	1420(1).17 - GM - SI or NSI Convening Process	Panels will be populated to achieve a balance of subject matter expertise and demonstrable independence. Candidates will be sought from outside the Chain of Command of the Air System involved in the Accident or Significant Occurrence and personnel concerned and, usually, the SI or NSI President will be sought from outside the Service concerned.	Guidance
1420[06](01)018	[06]	Authorized	GM	1420(1).18 - GM - SI or NSI Convening Process	Having already initiated an investigation to gather and secure evidence, once the SI is convened, Head DAIB will augment the SI panel with trained Accident investigators. For NSI investigations, the DAIB can provide advice and assistance upon request but will not augment the NSI panel. The DAIB will provide guidance relating to: the technical (including a technical report), operating and organizational elements of the investigation; investigative techniques and procedures; the procedural and regulatory aspects of aviation related SI or NSI; and access to specialist support and capabilities.	Guidance
1420[06](01)019	[06]	Authorized	GM	1420(1).19 - GM - Liaison between stakeholders and the CA	During the investigation, urgent Flight Safety information arising from SI or NSI will be distributed to the relevant ODH or AM(MF) and lead Flight Safety organization by the CA (or SI or NSI President) for action and onward dissemination to any organization that may benefit from the information. Lead Flight Safety organizations will ensure that the relevant point of contact within MOD with responsibility for notifying industry and other nations of safety critical information receives the information immediately.	Guidance
1420[06](01)020	[06]	Authorized	GM	1420(1).20 - GM - Liaison between stakeholders and the CA	To ensure that urgent Flight Safety information has been adequately communicated and understood, the CA may require confirmation from the ODH / AM(MF) / Flight Safety / Lead Flight Safety organization as to what steps have been taken to notify interested parties of the safety information.	Guidance
1420[06](01)021	[06]	Authorized	GM	1420(1).21 - GM - Liaison between stakeholders and the CA	General liaison between the CA and the relevant Chain of Command will be directly with the ADH chain or AM(MF), copying in their Senior Operators / Flight Operations post-holders and the respective Flight Safety staff where appropriate. Routine FLC internal communication within the Chain of Command, SMA, legal and secretariat as an SI or NSI is conducted will be facilitated via the respective Flight Safety organizations and / or secretariat.	Guidance
1420[06](01)022	[06]	Authorized	GM	1420(1).22 - GM - Liaison between stakeholders and the CA	Any ADH or AM(MF) with a specific concern in relation to mitigating continuing hazards may avail themselves of direct access to the CA to discuss any aspect of an Accident or Significant Occurrence that presents them with such a cause for concern.	Guidance
1420[06](01)023	[06]	Authorized	GM	1420(1).23 - GM - Liaison between stakeholders and the CA	At the discretion of the CA, the Accident or Significant Occurrence owning ODH or AM(MF) may be provided with a personal update brief from the SI or NSI President on a privilege basis and in the presence of the CA. This will only occur after completion of interviews and collection of evidence.	Guidance
1420[06](01)024	[06]	Authorized	GM	1420(1).24 - GM - Multiple organizations with Interest in an Accident or Significant Occurrence under Investigation	Where more than one ADH or AM(MF) or Head of ADH-Facing Organization has an interest in an SI or NSI, DSA-DG through their office or Head DAIB will inform all relevant stakeholders.	Guidance
1420[06](01)025	[06]	Authorized	GM	1420(1).25 - GM - Observers	One SI or NSI panel member will have appropriate knowledge and experience of the Air System type involved in the Accident or Significant Occurrence. However, in circumstances where the nature of the Accident or Significant Occurrence or the makeup and competencies of the SI or NSI Panel warrant it, and at the discretion of the CA, ADH or AM(MF)[11] may be invited to nominate an SI or NSI Panel Observer. Such a nominated individual will be granted visibility of the SI or NSI proceedings solely to highlight any critical Flight Safety issues to the SI or NSI President for onward distribution to the relevant ODH or AM(MF) and lead Flight Safety organization by the CA. SI or NSI Panel Observers will be required to act under rules of confidentiality. Explicitly, they will not be authorized to provide their parent organization with a running commentary on the independent SI's or NSI's proceedings or emerging findings. They may, however, assist their parent organization in the interpretation and response following the formal release of continuing hazards and / or other critical Flight Safety information. [11] Refer to JSP 832, Para 2.26, Observers.	Guidance
1420[06](01)026	[06]	Authorized	GM	1420(1).26 - GM - Return to Flying	Decisions on whether or not to cease and resume flying operations remain the responsibility of the ADH or AM(MF) who will, where appropriate, seek and expect specialist advice from their TAA or Mil CAM and exercise their professional judgement on the evidence available to them. However, to assist, factual technical reports attained by SI or NSI will be provided freely to the ADH chain or AM(MF) to inform the decision. In addition, the CA and Head DAIB will assist where possible by providing feedback where clear evidence raises cause for concern with regard to continued flying operations or where possible causes have been eliminated.	Guidance
1420[06](01)027	[06]	Authorized	GM	1420(1).27 - GM - General Support from stakeholders	ADHs, AM(MF)s or Heads of ADH-Facing Organizations will provide 'kin-forming', Aircraft Post Crash Management[12] and media handling. Reasonable costs for the SI or NSI will be borne by the DSA, but other stakeholders may be called upon to provide office accommodation, administrative and domestic support to the panel for the duration of the inquiry. [12] Refer to RA 1430 – Aircraft Post Crash Management and Significant Occurrence Management; and the Manual of Post Crash Management.	Guidance

1420[06](01)028	[06]	Authorized	GM	1420(1).28 - GM - Final Report	Once the SI or NSI President has submitted the provisional SI or NSI Report, the ODH or AM(MF) will have the opportunity to make formal comment, which will be recorded in the Record of Proceedings. Finally, the CA comments will be added and the Report released for publication. The internal publication of the report to MOD stakeholders by email from DSA-DG's office constitutes the formal sign off of the report. The DSA secretariat will redact the report to Freedom Of Information standards and publish on the internet as soon as practicable following internal distribution.	Guidance
1420[06](01)029	[06]	Authorized	GM	1420(1).29 - GM - Final Report	Disclosure of the final report is effected iaw JSP 832 chapter 7 which reflects agreements between the DSA and Defence Inquest Unit (where there has been a fatality and resultant Coroner's inquest (or Fatal Accident Inquiry in Scotland)). There are specific requirements with regard to disclosing the report to the next of kin and to the Coroner (or Procurator Fiscal in Scotland) who will often use the content of the final report to inform the Inquest or Fatal Accident Inquiry process.	Guidance
1420[06](01)030	[06]	Authorized	GM	1420(1).30 - GM - Recommendations	Recommendations are designed to reduce the potential for recurrence and to improve safety in aviation operations. Urgent safety recommendations can be made at any stage during the inquiry; however, once the final report is completed DSA-DG will distribute a consolidated and complete list of recommendations with action responsibilities directed at an individual in an accountable post with a single responsible officer rather than an organization. Recommendations will aim to articulate an effect to be achieved, as opposed to a solution.	Guidance
1420[06](01)031	[06]	Authorized	GM	1420(1).31 - GM - Recommendations	The DAIB will monitor the implementation of the recommendations on behalf of the CA and will ensure that recommendations are initiated and tracked[7]. Those with action responsibilities for recommendations will be contacted by the DAIB to provide a plan of action and a timeframe for completion. The DAIB will advise on the background to the recommendation to assist the accountable owner (of the recommendation) in determining a suitable solution that will meet the CA expectations for closure. The DAIB will request updates on progress quarterly and will report progress to DSA-DG as at Q2 and Q4. Recommendations require the approval of the CA before they can be closed. [7] Refer to JSP 832 – Guide to Service Inquiries	Guidance
1420[06](01)033	[06]	Authorized	GM	1420(1).33 - GM - Criminal and Disciplinary Investigations	In addition to SI and NSI, the police or other investigative bodies may also investigate an Occurrence, with a view to deciding whether a criminal prosecution or disciplinary action may result. Where there is an investigation into potential criminal or disciplinary activity, it is vital that the safety investigation (such as an SI) continues in parallel wherever possible. This is to ensure that critical safety information (which is not the purpose of the criminal investigation) is uncovered, captured and acted upon by the panel as soon as possible. Careful liaison with the criminal investigators will be essential to ensure de-confliction and continued effective assurance of the independent and no blame nature of the SI or NSI.	Guidance
1420[06](01)034	[06]	Authorized	GM	1420(1).34 - GM - Investigation of Accidents or Significant Occurrences involving military Air Systems and Weapons of foreign nations	The procedures for the safety investigation and reporting of Accidents or Significant Occurrences involving military Air Systems and Weapons which involve the equipment, facilities and / or personnel of multiple nations (eg NATO / Partnership For Peace (PfP) nations, Five Eyes Air Force Interoperability Council (Five Eyes AFIC) nations, etc) are detailed in Standardization Agreement (STANAG) 3531[13], [14]. Where an Accident or Significant Occurrence has occurred to which the STANAG is not applicable, the relevant Memorandum of Understanding between the UK and the country / countries of the military Air Systems involved in the Accident or Significant Occurrence is to be checked to ascertain if any special provision has been made for military Air System Accident or Significant Occurrence investigation. [13] Refer to STANAG 3531 - SAFETY INVESTIGATION OF ACCIDENTS / SERIOUS INCIDENTS INVOLVING MILITARY AIRCRAFT, MISSILES, AND / OR UASs. [14] Historically Australia, Canada, New Zealand, the UK and the United States of America complied with the procedures in Air Standard 85/2A (which was authored by the Air Standardization Coordinating Committee (ASCC)). In 2005 the ASCC changed to the Air and Space Interoperability Council (ASIC), and then in 2017 the ASIC changed to the Five Eyes AFIC. The Five Eyes AFIC replaced Air Standard 85/2A with Air Standard ACS 4086 which is a part of STANAG 3531.	Guidance
1420[06](01)036	[06]	Authorized	GM	1420(1).36 - GM - Investigation Policy	When a member of the UK Armed Forces or an MOD contracted civilian organization is fatally or seriously injured in an air Accident abroad, which is not covered by the NATO / PfP STANAG or the Air Standard, the UK MOD will always provide at least an Observer to the Accident inquiry and will participate in any Safety Investigation Committee. The Observer will be required to furnish a detailed report (to DSA-DG and the Joint Casualty and Compassionate Centre) on the conclusion of the inquiry (this report may be the full report of the Safety Investigation Committee). If the UK is denied adequate access to observe the inquiry or the DSA-DG considers there are additional lessons to be learned then a separate UK SI into the Accident will be convened.	Guidance
1420[06](01)037	[06]	Authorized	GM	1420(1).37 - GM - Investigations by the Health and Safety Executive	The MOD, under the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations will notify certain Accidents, Incidents and injuries to the Health and Safety Executive (HSE). The detail of this obligation may be found in JSP 375 Vol 1 Leaflet 16 and DSA 01.2 Chapter 10[15]. [15] DSA 01.2 Chapter 10 – Service Inquiries.	Guidance
1430[05]	[05]	Authorized	RA	1430 - RA (Issue 5) - Aircraft Post Crash Management and Significant Occurrence Management	There is a requirement for Aviation Duty Holders (ADH), Heads of Establishment (HoE) and Accountable Managers (Military Flying) (AM(MF)) to ensure that Aircraft[1] Post Crash Management (APCM) and Significant Occurrence Management is carried out following an Accident, Incident or Significant Occurrence[2]. The management measures and procedures that are required to be in place include correct reporting, preservation of evidence, Health and Safety precaution, appropriate corporate communications, and where required, activities to restore the Accident / Incident site to a satisfactory condition. If APCM is inadequately prepared for, the handling of Accidents, Incidents and / or Significant Occurrences could be compromised, which could impact the ability of organizations to conduct Aircraft Post Crash investigations. This RA ensures ADHs, HoEs and AM(MF)s are suitably prepared for APCM. For the avoidance of doubt, APCM does not encompass activation of emergency services or Accident / Incident investigation. [1] The term 'Aircraft' within the context of the acronym 'APCM' also refers to an Air System. [2] An occurrence involving circumstances indicating that there was a high probability of an Accident and associated with the operation of an Air System. The difference between an Accident and a Significant Occurrence lies only in the result.	Yes

1430[05](01)	[05]	Authorized	Regulation	1430(1) - Regulation - Aviation Duty Holders and Heads of Establishment	ADHs and HoEs[3] shall ensure that there are appropriate APCM plans and capabilities in place in the event of an Air System Accident, Incident or Significant Occurrence. [3] Commanding Officers of aviation capable HM and RFA ships are to be regarded as HoEs for the purposes of this Regulation	Yes
1430[05](01)001	[05]	Authorized	AMC	1430(1).1 - AMC - Aviation Duty Holders and Heads of Establishment	ADHs and HoEs should produce and maintain standalone orders and procedures to be used for APCM and Significant Occurrences which should: a. Detail, as a minimum, the following: (1) Reporting procedures. (2) Health and Safety precautions. (3) Actions to ensure the preservation of evidence. (4) Corporate communications procedures. (5) Unit APCM individual roles and responsibilities, along with resources available. b. Provide specific instructions regarding the handling and procedures for the preservation and isolation of electronic and digital data post Accident, Incident or Significant Occurrence, in order that the data is not lost or compromised. c. Be reviewed on the following occasions: (1) At least annually. (2) In the event of an Air System Accident, Incident or Significant Occurrence. (3) A major change to the scope of Air System operations. D. Be readily available and auditable.	No
1430[05](01)002	[05]	Authorized	AMC	1430(1).2 - AMC - Aviation Duty Holders and Heads of Establishment	APCM plans should ensure: a. The provision and availability of Suitably Qualified and Experienced Persons (SQEP) APCM Incident Officers (APCMIO) ranked OF3 and above. Exceptionally, ADHs and HoEs can authorize SQEP OF2 or WO to act as APCMIO[4]. b. That appropriate capabilities to cover Air System operations exist at permanent UK operating locations, on HM and RFA ships, and overseas deployed operating locations. c. MOD units and Defence Contractor Flying Organizations (DCFOs) with an APCM responsibility[5] complete a live exercise with civil emergency service representation every 2 years, with multi-agency table-top exercises in the intervening years[6]. d. That live and table-top exercises include consideration of the full response required, and for live exercises the inspection and deployment of the unit's APCM Support Equipment. e. The Defence Accident Investigation Branch (DAIB)[7] is advised of exercise dates. f. Exercise reports are submitted to the DAIB detailing lessons identified and / or learnt and confirming the suitability and serviceability of APCM Support Equipment. g. That in the event of unusual aerial activity (eg unit air display) or if circumstances dictate, additional APCM training or exercises are carried out. h. That appropriate Eng Tech (Weapons), ATO or Qualified Maintainer (RN) personnel are rostered and that they are available to provide specialist guidance to Explosive Ordnance Disposal (EOD) operators. [4] Only those authorized by the ADH and HoE should attend the APCMIO course. [5] The Manual of Aircraft Post Crash Management (MAPCM) Chapter 2 Annex A details APCM responsibilities. [6] In the event a unit responds to an Accident, Incident or Significant Occurrence with a full APCM response (utilizing all aspects of the APCM response that would be tested in an exercise), it will be considered to have fulfilled the live ex requirement. The 2 yearly exercise requirement will reset to align with the date of the Accident, Incident or Significant Occurrence. [7] DSA-DAIB-Air-Mailbox@mod.gov.uk.	No
1430[05](01)003	[05]	Authorized	GM	1430(1).3 - GM - Aviation Duty Holders and Heads of Establishment	Guidance on the capabilities required to conduct APCM and the content of APCM plans can be found within the MAA MAPCM. Guidance on Significant Occurrence Management can be found within the MAA MAPCM and RA 1410(1)[8]. [8] Refer to RA 1410(1): Occurrence Reporting and Management.	Guidance
1430[05](01)004	[05]	Authorized	GM	1430(1).4 - GM - Aviation Duty Holders and Heads of Establishment	Elements of APCM activity or a full APCM response may be required in response to a Significant Occurrence or serious Incident[9], regardless of whether or not an Air System Accident / Incident has occurred. [9] Definition of Serious Incident, ICAO Annex 13 Ch 1 Pg 1-3.	Guidance
1430[05](01)005	[05]	Authorized	GM	1430(1).5 - GM - Aviation Duty Holders and Heads of Establishment	Advice on APCM training can be sought from the DAIB and details of the APCMIO Course can be found in RA 1440[10] and on the MAA website[11]. [10] Refer to RA 1440 – Air Safety Training. [11] www.gov.uk/maa.	Guidance
1430[05](01)006	[05]	Authorized	GM	1430(1).6 - GM - Aviation Duty Holders and Heads of Establishment	Unit specific training (including familiarisation with unit APCM plans and equipment) is required biennially in addition to the APCMIO Course.	Guidance
1430[05](04)	[05]	Authorized	Regulation	1430(2) - Regulation - Accountable Managers (Military Flying)	AM(MF)s shall ensure that there are appropriate APCM plans and capabilities in place in the event of a UK Military Registered Air System Accident or Significant Occurrence.	Yes

1430[05](04)007	[05]	Authorized	AMC	1430(2).7 - AMC - Accountable Managers (Military Flying)	AM(MF)s should produce and maintain standalone documents and procedures which are to be used for APCM and ignificant Occurrences which should: a. Detail as a minimum, the following: (1) Actions to be carried out in the event of an Accident, Incident or Significant Occurrence involving a UK Military Registered Air System, including actions to assist military APCM activity. (2) Reporting procedures. (3) Health and Safety precautions. (4) Actions to ensure the preservation of evidence. (5) Corporate communications procedures. b. Provide specific instructions regarding the handling and procedures for the preservation and isolation of electronic and digital data post Accident, Incident or Significant Occurrence, in order that the data is not lost or compromised. c. Contain contact details of the relevant RAF Regional Liaison Officer (RAFRLO)[12] and details of the lead regional APCM unit. d. Be reviewed on the following occasions: (1) At least annually. (2) In the event of an Accident, Incident or Significant Occurrence involving a UK Military Registered Air System. (3) A major change to the DCFO's scope of UK Military Registered Air System operations. e. Be readily available and auditable. [12] Contact details of the RAFRLO that covers a particular region can be obtained by contacting the following group email: Air-RAFRLOs@mod.gov.uk	No
1430[05](04)008	[05]	Authorized	AMC	1430(2).8 - AMC - Accountable Managers (Military Flying)	APCM plans should ensure: a. That appropriate capabilities to cover UK Military Registered Air System operations exist at permanent UK operating locations, on HM and RFA ships, and overseas deployed operating locations. b. Organizations with an APCM responsibility[5] complete a live exercise with civil emergency service representation every 2 years, with multi-agency table-top exercises in the intervening years[6]. c. That live and table-top exercises include consideration of the full nature of the DCFO's scope of UK Military Registered Air System operations. d. The DAIB is advised of exercise dates and exercise reports are submitted to the DAIB detailing lessons identified and / or learnt[7]. e. That in the event of unusual aerial activity (eg air display) or if circumstances dictate, additional APCM training and / or exercises are carried out. f. That appropriate platform-specific engineering personnel are rostered and that they are available to provide specialist guidance to EOD operators. [5] The Manual of Aircraft Post Crash Management (MAPCM) Chapter 2 Annex A details APCM responsibilities. [6] In the event a unit responds to an Accident, Incident or Significant Occurrence with a full APCM response (utilizing all aspects of the APCM response that would be tested in an exercise), it will be considered to have fulfilled the live ex requirement. The 2 yearly exercise requirement will reset to align with the date of the Accident, Incident or Significant Occurrence. [7] DSA-DAIB-Air-Mailbox@mod.gov.uk.	No
1430[05](04)009	[05]	Authorized	AMC	1430(2).9 - AMC - Accountable Managers (Military Flying)	AM(MF)s should nominate SQEP personnel within the DCFO that will have lead responsibilities for APCM in the event of an Accident, Incident or Significant Occurrence involving a UK Military Registered Air System. Nominated personnel should be readily available throughout UK Military Registered Air System operations and have the APCM responsibility detailed within their post specification and responsibilities.	No
1430[05](04)010	[05]	Authorized	AMC	1430(2).10 - AMC - Accountable Managers (Military Flying)	In order to facilitate APCM training and support the development of organizational APCM plans, AM(MF)s should apply for places on the APCMIO Course for their personnel who have lead responsibilities for APCM; information on the process for applying for places on this Course can be accessed through RA 1440[10] and the MAA website[11]. [10] Refer to RA 1440 – Air Safety Training. [11] www.gov.uk/maa.	No
1430[05](04)011	[05]	Authorized	GM	1430(2).11 - GM - Accountable Managers (Military Flying)	Guidance on the capabilities required to conduct APCM and the content of APCM plans can be found within the MAA MAPCM. Guidance on Significant Occurrence Management can be found within the MAA MAPCM and RA 1410(1)[8]. AM(MF)s are encouraged to regularly engage with their RAFRLO in order to benefit from his APCM expertise and gain awareness of upcoming APCM events in their area. [8] Refer to RA 1410(1): Occurrence Reporting and Management.	Guidance
1430[05](04)012	[05]	Authorized	GM	1430(2).12 - GM - Accountable Managers (Military Flying)	Elements of APCM activity or a full APCM response may be required in response to a Significant Occurrence or serious Incident[9], regardless of whether or not an Air System Accident / Incident has occurred. [9] Definition of Serious Incident, ICAO Annex 13 Ch 1 Pg 1-3.	Guidance
1430[05](04)013	[05]	Authorized	GM	1430(2).13 - GM - Accountable Managers (Military Flying)	Advice on APCM training can be sought from the DAIB and details of the APCMIO Course can be found in RA 1440[10] and on the MAA website[11]. [10] Refer to RA 1440 – Air Safety Training. [11] www.gov.uk/maa.	Guidance
1430[05](04)014	[05]	Authorized	GM	1430(2).14 - GM - Accountable Managers (Military Flying)	Organization specific training (including familiarisation with unit APCM plans and equipment) are required biennially in addition to the APCMIO Course.	Guidance

1440[10](01)	[10]	Authorized	Regulation	1440(1) - Regulation - Air Safety Training	1440(1) Aviation Duty Holders (ADH), Accountable Managers (Military Flying) (AM(MF)), Accountable Managers (AM)[1] , ►Heads of Establishment (HoE)[2] ,◄ and Heads of ADH-Facing Organizations[3] shall ensure that all personnel ►involved in DA /◄ the DAE are appropriately competent, qualified and current regarding Air Safety[4] training. [1] Those AMs within: ADH-Facing Organizations; Continuing Airworthiness Management Organizations; Maintenance Approved Organizations; Air Traffic Management Equipment Approved Organizations; or Design Approved Organizations. [2] ►This RA applies to HoEs with aviation responsibilities, as per RA 1010 – Head of Establishment - Aviation Responsibilities.◄ [3] 'Heads of ADH-Facing Organizations' includes but is not limited to: Aviation Delivery Team Leaders, Commodity ►Chief Engineers (CE)◄, Military Continuing Airworthiness Managers (Mil CAMs), ►etc.◄ [4] Refer to MAA02: MAA Master Glossary.	Yes
1440[10](01)001	[10]	Authorized	AMC	1440(1).1 - AMC - Air Safety Training	1. ADHs, AM(MF)s, AMs, ►HoEs,◄ and Heads of ADH-Facing Organizations should ensure that: a. The Air Safety and HF training competencies, qualifications, experience and currencies are defined in orders, for all posts, appointments and roles, within their Area of Responsibility (AoR). b. Their personnel successfully complete the Air Safety training courses[5] (which are mandated for certain posts, appointments and roles within the MRP) as detailed in Annex A. c. Accurate and detailed records of Air Safety and HF training are maintained. [5] A number of MAA courses are also open to Defence Contractor Flying Organizations and foreign military through International Defence Training.	Yes
1440[10](01)002	[10]	Authorized	AMC	1440(1).2 - AMC - Air Safety Training	2. ►ADHs, AM(MF)s, AMs, HoEs, and Heads of ADH-Facing Organizations should assess the individuals within their AoR to ensure a satisfactory level of competence[6] , once the individuals have successfully completed the applicable Air Safety training courses detailed in Annex A.◄ [6] Successfully completing Air Safety training courses (as detailed in Annex A) does not automatically signify that an individual is competent.	Yes
1440[10](01)003	[10]	Authorized	AMC	1440(1).3 - AMC - Air Safety Training	3. ADHs, AM(MF)s, AMs, ►HoEs,◄ and Heads of ADH-Facing Organizations, who specify in their orders a requirement to attend the Air Safety training courses detailed in Annex A, should staff their requirement through the MAA Air Safety and Airworthiness Customer Executive Board (CEB) or through International Defence Training.	No
1440[10](01)004	[10]	Authorized	AMC	1440(1).4 - AMC - Air Safety Training - Human Factors	4. All ►personnel involved in DA /◄ the DAE ►◄ should receive Foundation level HF and Error Management (EM) training, and 2 yearly continuation training, delivered by a qualified and current HF Facilitator (HFF), HF Supervisor (HFS) or Civilian Qualified HF Instructor (CQHFI): a. For military personnel, during basic training and / or single / joint Service phased training[7]. b. For civilian personnel, during induction training in preparation for working ►within DA /◄ the DAE. [7] This refers to Phase 1, ►Phase 2, or Phase 3◄ training.	Yes
1440[10](01)005	[10]	Authorized	AMC	1440(1).5 - AMC - Air Safety Training - Human Factors	5. HFFs ►◄ should complete the Human Factors Facilitators' Course (HFFC) and ►HFSs should complete the Human Factors Facilitators' Course (HFFC)◄ and the Human Factors Supervisors' Course (HFSC). ►Both courses are delivered by◄ Defence Aviation HF Training School, RAFC Cranwell.	No
1440[10](01)006	[10]	Authorized	AMC	1440(1).6 - AMC - Air Safety Training - Human Factors	6. CQHFIs should complete either the HFFC / HFSC or a Civilian HF instructors' course which is deemed suitable by the applicable ADH, AM(MF), AM, ►HoEs,◄ or Head of ADH-Facing Organization. As a minimum, the course should meet the requirements laid down in the "MAA HF and EM Training Requirements" document►[8]◄. The applicable ADH, AM(MF), AM, ►HoEs,◄ or Head of ADH-Facing Organization should determine which appropriate civilian HF instructors' course to send their CQHFIs on. [8] The "MAA HF and EM Training Requirement document" can be found via: https://www.gov.uk/government/publications/defence_human-factors-training-courses	Yes
1440[10](01)007	[10]	Authorized	AMC	1440(1).7 - AMC - Air Safety Training - Human Factors	7. All ►DA /◄ DAE HF training should be delivered in accordance with the HF Competency Framework that can be found in the MAA HF and EM Training Requirement document►◄.	No
1440[10](01)008	[10]	Authorized	AMC	1440(1).8 - AMC - Air Safety Training - Human Factors	8. ADHs, AM(MF)s, AMs, ►HoEs,◄ and Heads of ADH-Facing Organizations should include HF delivery in their assurance programs for compliance with the MAA HF and EM Training Requirement document which is made relevant to their organization.	Yes
1440[10](01)009	[10]	Authorized	AMC	1440(1).9 - AMC - Air Safety Training - Human Factors	9. HFF Currency and Validity. To maintain currency, HFFs should deliver a minimum of one facilitated or instructional session every 6 months. HFF currency should be regained through an assessment by a current HFS. The HFS assessment sheet and any other supporting documentation should be maintained as evidence. If a HFF's session is judged to be ineffective or below standard during a HFS assessment, the competency should be removed and the ADH, AM(MF), AM, ►HoEs,◄ Heads of ADH-Facing Organizations informed. The ADH, AM(MF), AM, ►HoEs,◄ or Head of ADH-Facing organization should agree any requirements for further training and / or assessment by an HFS before the HFF's qualification is restored. Once 5 years has elapsed since initial qualification, HFFs should successfully complete HFF refresher training conducted by the Defence Aviation HF Training School.	Yes
1440[10](01)010	[10]	Authorized	AMC	1440(1).10 - AMC - Air Safety Training - Human Factors	10. HFS Currency and Validity. To maintain currency, HFSs should deliver a minimum of one facilitated or instructional session and conduct at least one HFF assessment every 6 months. HFS currency should be regained through an assessment by a current HFS. The ADH, AM(MF), AM, ►HoEs,◄ or Head of ADH Facing organization should agree any requirements for further training and / or assessment before the HFS's qualification is restored. Once 5 years has elapsed since initial qualification, all HFSs should successfully complete an HFSC course again, irrespective of currency.	Yes
1440[10](01)011	[10]	Authorized	AMC	1440(1).11 - AMC - Air Safety Training - Human Factors	11. CQHFIs Validity and Currency. All CQHFIs should meet the HFF or HFS validity and currency requirements detailed in paragraphs 9-10. Once 5 years has elapsed since initial qualification, CQHFIs may opt to apply for the HFFRC or conduct further Civilian HF instructor training deemed suitable as per paragraph 6.	Yes

1440[10](01)012	[10]	Authorized	AMC	1440(1).12 - AMC - Air Safety Training - Human Factors - MAA Endorsed Alternative Air Safety training courses	12. The MAA has endorsed some alternative Air Safety training courses to those detailed in Annex A, which are detailed in Annex C, and the providers of these alternative courses should: a. Ensure that all instructors, delivering the course, attend the primary course as detailed in Annex A. b. Ensure that all instructors continue to be assessed as suitably competent and experienced and maintain a 5-year currency. c. Ensure the alternative course content is aligned with, and equivalent to, the primary MAA Centre of Air Safety Training (CoAST) course (as detailed in Annex A).	No
1440[10](01)013	[10]	Authorized	AMC	1440(1).13 - AMC - Air Safety Training - Human Factors - MAA Endorsed Alternative Air Safety training courses	13. The MAA endorsement of the Air Safety training courses detailed in Annex C remains valid for 5 years, so the course providers should make all evidence requested (eg Joining Instructional paperwork, the instructor Terms of Reference, the Statement Of Training Requirements, observer attendance on one of the courses, etc) available to the MAA CoAST team for revalidation and re-endorsement. Personnel who are awarded a qualification by an Annex C endorsed training provider remain current for the full period of that qualification, even if the provider's endorsement expires, and is not renewed, during that period.	Yes
1440[10](01)014	[10]	Authorized	GM	1440(1).14 - GM - Air Safety Training	14. While courses are directed primarily towards Aircrew, engineers and Controllers, they also embrace those support personnel whose work does not necessarily bring them into direct and regular contact with Air Systems, but who underpin and enable aviation operations.	Guidance
1440[10](01)015	[10]	Authorized	GM	1440(1).15 - GM - Air Safety Training	15. Embarked Operations. Due to the unique nature of embarked maritime operations, ADHs, AM(MF)s and AMs must consider the specific additional Air Safety requirements detailed in Book of Reference digital (BRd) 766[9] , BRd 767[10], RA 1029[11] and RA 1395[12] . [9] Refer to BRd 766 – Embarked Aviation Orders. [10] Refer to BRd 767 – Naval Aviation Orders. [11] Refer to RA 1029 – Ship-Air Release - Roles and Responsibilities. [12] Refer to RA 1395 – Authorization to Permit Embarked Aviation in ►His◄ Majesty's / MOD Ships	Guidance
1440[10](01)016	[10]	Authorized	GM	1440(1).16 - GM - Air Safety Training	16. Further Air Safety Courses. Annex B, although not exhaustive, lists further Air Safety training courses to enhance relevant ►DA /◄ DAE personnel capability.	Guidance
1440[10](01)017	[10]	Authorized	GM	1440(1).17 - GM - Human Factors	17. HF training will be delivered face to face. However, when exceptionally required, it may be delivered virtually when authorized by the applicable ADHs, ►AM(MF)s,◄ AMs, HoEs, or Heads of ADH-Facing Organizations.	Guidance
1440[10](01)018	[10]	Authorized	GM	1440(1).18 - GM - Human Factors	18. All ►DA /◄ DAE HF continuation training will be tailored and relevant to the unit / organization, addressing its current HF issues, and be limited to no more than 15 people and last approximately 3 hours.	Guidance
1600[08]	[08]	Authorized	RA	1600 - RA (Issue 8) - Remotely Piloted Air Systems	There is a requirement to acquire and operate appropriate Remotely Piloted Air Systems (RPAS). Therefore, there needs to be in place a proportionate regulatory and certification framework; this is based on the RPAS operating intent and the level of risk their proposed activity poses. Without agreed frameworks to assist organizations to acquire, develop and operate appropriate RPAS, (based on the way in which they are planned to be operated (Category[1]), and physical attributes (mass, speed, energy, etc)), RPAS may present uncontrolled and unmitigated Risks to Life (RtL). This RA provides regulation to ensure that organizations acquire appropriate RPAS and correctly categorize them to enable suitable regulatory frameworks to be applied to their operation. This will ensure that RPAS are safe to operate and are being operated safely throughout their life. Definitions relevant to the RA 1600 Series RPAS Categories 1. Open Category a. Open Category operations present a low RtL and are bounded by three main factors: (1) The Maximum Take Off Weight (MTOW) of the RPAS is less than 25 kg. (2) The RPAS is operated within Visual Line of Sight (VLOS) [2]. (3) The RPAS is not flown at a height greater than 120 m (400 ft) from the closest point of the surface of the earth. b. The Open Category is divided into three operating sub-categories: (1) Open A1 (Fly 'over' people). Operations within the Open A1 subcategory are only to be conducted with RPAS that present a low RtL due to their low MTOW (less than 250 g) and their physical attributes / construction. The Open A1 sub-category allows operations over uninvolved people [3] but not over open-air assemblies of more than 1,000 people. (2) Open A2 (Fly 'close to' people). Operations within the Open A2 sub-category are only to be conducted with RPAS that have a MTOW of less than 4 kg and are capable of being operated safely to a minimum horizontal distance of 30 m from uninvolved people, or down to 5 m horizontally if a 'low speed mode'[4] is fitted and selected. (3) Open A3 (Fly 'far from' people). Operations within the Open A3 sub-category are only to be conducted with RPAS that have a MTOW of less than 25 kg. The Open A3 sub-category allows for operations in areas that are clear of uninvolved persons but not within 50 m of Congested Areas [2]. 2. Specific Category a. Specific Category operations present a greater RtL than that of the Open Category, or one or more elements of the operation fall outside the boundaries of the Open Category. b. The Specific Category is divided into two sub-categories:	No
1600[08](01)	[08]	Authorized	Regulation	1600(1) - Regulation - Remotely Piloted Air Systems Categorization	All UK military registered RPAS shall be categorized[13]. [13] In this RA, from this point on, the term 'categorize' / 'categorized' / 'categorization' refers to the MAA-endorsed RPAS Category which defines an appropriate Regulatory Framework.	No
1600[08](01)005	[08]	Authorized	AMC	1600(1).5 - AMC - Remotely Piloted Air Systems Categorization	RPAS should be categorized following two basic concepts prior to operation: a. Operation Centric - The type of activity being conducted. b. Risk Based - The RtL that the activity presents.	No

1600[08](01)006	[08]	Authorized	AMC	1600(1).6 - AMC - Remotely Piloted Air System Categorization	RPAS should be categorized into one or more of the following: Open A1, Open A2, Open A3, Specific S1, Specific S2 sub-categories or Certified Category.	No
1600[08](01)007	[08]	Authorized	AMC	1600(1).7 - AMC - Remotely Piloted Air System Categorization	Organizations should submit a categorization submission to the MAA[14]; an MAA Categorization Panel should thereafter confirm the valid / applicable category. [14] Contact via DSA-MAA-MRPEnquiries@mod.gov.uk.	No
1600[08](01)008	[08]	Authorized	AMC	1600(1).8 - AMC - Remotely Piloted Air System Categorization	Responsibility for RPAS Categorization. Once an organization recognizes the Category and physical attributes of an RPAS it intends to operate, an appropriate person within the organization should accept responsibility for completing the MAA categorization submission as follows: a. Open Category (Sub 250 g). For Sub 250 g RPAS likely to be operated in any of the Open sub-categories, it should be the organization that plans to operate the RPAS that is responsible for submitting a categorization submission to the MAA. b. Open A2 and Open A3 sub-categories (greater than 250 g)[15]. For RPAS greater than 250 g likely to be operated in the Open A2 and Open A3 sub-categories, it should be the RPAS DH / RPAS AM of the organization that plans to operate the RPAS that is responsible for submitting a categorization submission to the MAA. c. Specific S1 sub-category (all weights). For RPAS likely to be operated in the Specific S1 sub-category, it should be the RPAS DH / RPAS AM of the organization that plans to operate the RPAS that is responsible for submitting a categorization submission to the MAA. d. Specific S2 sub-category and the Certified Category. For RPAS likely to be operated in the Specific S2 sub-category and the Certified Category, it should be the Type Airworthiness Authority (TAA) (with Aviation Duty Holder (ADH) / AM(MF) endorsement), or the AM(MF) only[16], that is responsible for submitting the categorization submission to the MAA. [15] RPAS greater than 250 g cannot be operated in the Open A1 sub-category. [16] For RPAS not operated in the MOD Interest.	No
1600[08](01)009	[08]	Authorized	AMC	1600(1).9 - AMC - Remotely Piloted Air System Categorization	Categorization Submission. Cases for categorization should be based on anticipated Categories and physical attributes and include the following: a. Open Category and Specific S1 sub-category. Categorization submission information, should as a minimum include: (1) A statement detailing the rationale why the RPAS belongs in the proposed RPAS Category and sub-category (Open A1, Open A2, Open A3, and / or Specific S1). (2) The applicable information as detailed within the Categorization Safety Checklist at Annex B. b. Specific S2 sub-category. Categorization submission information, as a minimum, should include the following: (1) A statement detailing the rationale why the RPAS belongs in the proposed RPAS Category. (2) A technical description of the RPAS. (3) A description of the organization's operating intent. (4) The aggravating and / or mitigating factors affecting or likely to affect the proposed RPAS category. (5) Key stakeholders' details (eg ADH / AM(MF) / RPAS AM, TAA, etc). (6) The agreed Safety Target[21]. (7) An Airworthiness Strategy[17]. (8) A statement detailing which MAA RAs are deemed inapplicable to the proposed categorization and the method of compliance. (9) A statement that all categorization submission documentation has been reviewed and accepted by the TAA. c. Certified Category. Categorization submission information should as a minimum include: (1) A statement detailing the rationale why the RPAS belongs in the proposed RPAS Category. (2) A technical description of the RPAS[18]. (3) A detailed description of RPAS operating intent[19]. (4) An Airworthiness Strategy[20]. (5) Proposed Design Safety Target[21]. [17] Refer to RA 1605 – Remotely Piloted Air Systems Specific S2 sub-category. [18] To include Make and Model if Commercial Off The Shelf (COTS), or a broad description if agreed already within the Concept, Assessment, Development, Manufacturing, In-Service, and Disposal (CADMID) cycle for the Development of Air Systems. [19] For COTS RPAS this could be the Concept of Use (CONUSE), or for more complex RPAS this could be based on the operating intent, Statement of Operating Intent (SOI) or Statement of Operating Intent and Usage (SOIU) (non-exhaustive list). [20] Refer to RA 1606 – Remotely Piloted Air Systems - Certified Category.	No
1600[08](01)010	[08]	Authorized	AMC	1600(1).10 - AMC - Remotely Piloted Air System Categorization	Following categorization, the MAA should be informed of any changes (proposed or actual) to the equipment, operating intent or operating environment of the RPAS, which has the potential to affect the Categorization.	No
1600[08](01)011	[08]	Authorized	AMC	1600(1).11 - AMC - Remotely Piloted Air System Categorization	Following receipt of the completed RPAS categorization submission, the MAA should confirm the RPAS Category and / or sub-categories (if applicable) and issue an MAA RPAS Letter of Endorsed Categorization (LEC) detailing confirmation of the RPAS Category.	No

1600[08](01)012	[08]	Authorized	AMC	1600(1).12 - AMC - Remotely Piloted Air System Categorization	The LEC should remain valid for the life of the RPAS provided the conditions specified in the LEC remain extant. Where an operating organization wishes to expand beyond those conditions then: a. The organization should resubmit the categorization submission and an associated safety argument to the MAA. b. A new LEC should be in place prior to any operation under the new conditions. c. If a requirement is identified for an RPAS operated in the Certified Category or S2 sub-category to be operated outside its RTS for a specific operational requirement, the use of a Special Clearance iaw RA 1330[22] should be considered. d. If a requirement is identified for an RPAS being operated in the S1 subcategory to be operated outside its extant LEC for a specific operational requirement, the use of a Special Purpose Clearance (SPC) iaw RA 1604[32] should be considered. [22] Refer to RA 1330 – Special Clearances. [32] Refer to RA 1604 – Remotely Piloted Air Systems Specific S1 sub-category.	No
1600[08](01)013	[08]	Authorized	AMC	1600(1).13 - AMC - Remotely Piloted Air System Categorization	Organizations wishing to add different RPAS to an extant Open Category or Specific S1 sub-category LEC are only required to submit an Appendix 1 to the Categorization Safety Checklist at Annex B. Appendix 1 submissions should only be submitted if no changes have been made to the original endorsed Safety Checklist Annex B.	No
1600[08](01)014	[08]	Authorized	AMC	1600(1).14 - AMC - Remotely Piloted Air System Categorization	The organization submitting a categorization submission for RPAS greater than 250 g in the Open A2 to Specific S1 sub-categories should ensure that the manufacturer has been appropriately endorsed by the Defence Equipment and Support (DE&S) Unmanned Air System Team (UAST) TAA[23]. [23] This will provide assurance that the RPAS meets basic Airworthiness requirements and that it is “Safe to Operate” in the Defence Air Environment (DAE).	No
1600[08](01)015	[08]	Authorized	AMC	1600(1).15 - AMC - Remotely Piloted Air System Categorization	The organization submitting a categorization submission for RPAS less than 250 g in the Specific S1 sub-category should ensure that the manufacturer has been appropriately endorsed by the DE&S UAST TAA[20]. [20] Refer to RA 1606 – Remotely Piloted Air Systems - Certified Category.	No
1600[08](01)016	[08]	Authorized	GM	1600(1).16 - GM - Remotely Piloted Air System Categorization	Civil Registered, Military Operated RPAS are regulated by RA 1166[24]. [24] Refer to RA 1166 – UK Civil-Registered Aircraft Utilized by the Ministry of Defence (MOD).	Guidance
1600[08](01)017	[08]	Authorized	GM	1600(1).17 - GM - Remotely Piloted Air System Categorization	RA 1600 applies to: a. UK Military Registered RPAS, whether Military-Owned or Civilian-Owned and / or Military Operated or Civilian Operated. This includes Civilian-Owned and Civilian Operated RPAS operating extra-territorially under contract to the MOD.	Guidance
1600[08](01)018	[08]	Authorized	GM	1600(1).18 - GM - Remotely Piloted Air System Categorization	RA 1600 does not apply to: a. Privately-owned RPAS (ie non-MOD owned and not on the UK Military Aircraft Register) operated by MOD personnel outwith their MOD duties[25]. b. Civil Registered or Unregistered Civilian-Owned and Civilian Operated RPAS, operating under contract to the MOD iaw the Air Navigation Order / Overseas National Regulations. c. Other Nation’s military RPAS operated by non-UK MOD personnel. [25] ie where the use is private or recreational.	Guidance
1600[08](01)019	[08]	Authorized	GM	1600(1).19 - GM - Remotely Piloted Air System Categorization	MOD owned and / or operated RPAS in the Open Category and Specific S1 sub-category must have ‘Authority to Proceed’ and security accreditation granted iaw 2018DIN02-015[26] prior to categorization and use in the DAE. [26] Refer to 2018DIN02-015 – Procurement and use of Unmanned Aircraft systems (UAS) in Defence.	Guidance
1600[08](01)020	[08]	Authorized	GM	1600(1).20 - GM - Remotely Piloted Air System Categorization	The MAA may categorize RPAS into a different category than that submitted if deemed appropriate.	Guidance
1600[08](01)021	[08]	Authorized	GM	1600(1).21 - GM - Remotely Piloted Air System Categorization	The MAA will form a RPAS Categorization Panel chaired by an Authorizing Officer to review the categorization submission. It is expected that the MAA categorization process, from receipt of the categorization submission to issuance of a LEC or provisional categorization response, will be no longer than 60 working days. If the MAA requires further information from the submitting organization, the 60 working day countdown will be paused until the information is received and the categorization process is able to resume.	Guidance
1600[08](01)022	[08]	Authorized	GM	1600(1).22 - GM - Remotely Piloted Air System Categorization	The LEC will detail confirmation of the RPAS Category and or sub-categories detailing the Regulatory Framework to be applied.	Guidance
1600[08](01)023	[08]	Authorized	GM	1600(1).23 - GM - Remotely Piloted Air System Categorization	Early engagement with the MAA is encouraged: a. The categorization submission will ideally be made as early as possible in any RPAS acquisition process to ensure that the correct certification and regulatory regime can be adopted. b. For RPAS being acquired through DE&S, engagement will ideally prior to Outline Business Case[27], and certainly no later than Full Business Case[27]. c. When a categorization submission is made prior to Outline Business Case[27], and / or has insufficient evidence for full categorization, the MAA may issue a Letter of Provisional Categorization because of the availability of limited or unverified information. Such RPAS will still need to be formally categorized prior to operation and, therefore, organizations may be required to submit a further and more comprehensive categorization submission. [27] Project MAID (detail available in RA 1205, JSP 655, and the Knowledge in Defence) terms “Strategic Outline Case”, “Outline Business Case”, and “Full Business Case” replaces the old “Initial Gate” and “Main Gate” MOD investment decision terminology.	Guidance

1600[08](01)024	[08]	Authorized	GM	1600(1).24 - GM - Remotely Piloted Air System Categorization	The Categorization Safety Checklist at Annex B provides a list of topics to be considered in the cases for Open Category and Specific S1 sub-category categorization. However, it is recognized that minimal detail may be available when a categorization submission is made during the RPAS Concept phase. Nonetheless, it is in the best interests of the submitting organization to include as much detail as is available. This will, in turn, enable the MAA to make the best-informed RPAS Category assessment.	Guidance
1600[08](01)025	[08]	Authorized	GM	1600(1).25 - GM - Remotely Piloted Air System Categorization	Any re-categorization may require additional MRP compliance including Certification, Continuing Airworthiness management, etc. Therefore, organizations may wish to seek initial categorization in an appropriate Category if they envisage operating intent and / or conditions being expanded later.	Guidance
1600[08](01)026	[08]	Authorized	GM	1600(1).26 - GM - Remotely Piloted Air System Categorization	It is important that an organization wishing to bring an RPAS into service within the DAE fully understands the extent of its proposed usage in so far as is practicable throughout the life of the Air System, in order that an appropriate RPAS can be acquired from the outset (future-proofing). Changes to the requirements once In-Service will require re-assessment of the categorization which may lead to the categorized RPAS not being suitable for the revised operating intent and / or conditions.	Guidance
1600[08](01)027	[08]	Authorized	GM	1600(1).27 - GM - Remotely Piloted Air System Categorization	Selection of the correct RPAS is dependent on the intended CONUSE and Concept of Employment. Organizations can refer to Annex A, Figure 1 to assist in determining appropriate RPAS categories and physical attributes from the outset.	Guidance
1600[08](01)028	[08]	Authorized	GM	1600(1).28 - GM - Remotely Piloted Air System Categorization	The acquisition of RPAS to be operated in the Open Category or Specific S1 sub-category is likely to be undertaken outside of the DE&S acquisition process, by organizations with minimal RPAS experience. Therefore, DE&S UAST may assist in the provision of an endorsed list of manufacturers appropriate for the RPAS Categories.	Guidance
1600[08](01)029	[08]	Authorized	GM	1600(1).29 - GM - Remotely Piloted Air System Categorization	Before categorization, it is expected that organizations will understand which Category their RPAS will likely operate within and be able to tailor their categorization submission to the MAA.	Guidance
1600[08](01)030	[08]	Authorized	GM	1600(1).30 - GM - Remotely Piloted Air System Categorization	Where RPAS are to be operated in the maritime environment (ie: embarked aviation), the Ship's Platform Authority and Ship Duty Holder are likely to be essential in the provision of Subject Matter Expertise for the categorization proposal and submission.	Guidance
1600[08](01)031	[08]	Authorized	GM	1600(1).31 - GM - Remotely Piloted Air System Categorization	Where RPAS are to be weaponized they will either be Certified or will be restricted to operating within designated Danger Areas. Intent to weaponize any RPAS must be included within the Categorization submission, along with the strategy for approval of the ordnance and how its interaction with the RPAS will be safely managed (refer to DSA Ordnance Safety Regulator (DOSR)).	Guidance
1600[08](01)032	[08]	Authorized	GM	1600(1).32 - GM - Remotely Piloted Air System Categorization	Developmental activity must be approved and undertaken by a Suitably Qualified and Experienced Person[28]. [28] Refer to RA 2370 – Test and Evaluation.	Guidance
1600[08](02)	[08]	Authorized	Regulation	1600(2) - Regulation - Remotely Piloted Air System Regulatory Requirements	The appropriate Regulatory Framework shall be applied to all RPAS.	No
1600[08](02)033	[08]	Authorized	AMC	1600(2).33 - AMC - Remotely Piloted Air System Regulatory Requirements	Organizations responsible for RPAS categorized in the: a. Open A1 sub-category should ensure compliance with the regulatory requirements as detailed in RA 1601[29]. b. Open A2 sub-category should ensure compliance with the regulatory requirements as detailed in RA 1602[30]. c. Open A3 sub-category should ensure compliance with the regulatory requirements as detailed in RA 1603[31]. d. Specific S1 sub-category should ensure compliance with the regulatory requirements as detailed in RA 1604[32]. e. Specific S2 sub-category should ensure compliance with the regulatory requirements as detailed in RA 1605[17]. f. Certified Category should ensure compliance with the regulatory requirements as detailed in RA 1606[20]. [17] Refer to RA 1605 – Remotely Piloted Air Systems Specific S2 sub-category. [20] Refer to RA 1606 – Remotely Piloted Air Systems - Certified Category. [29] Refer to RA 1601 – Remotely Piloted Air Systems Open A1 sub-category (Fly 'Over' People). [30] Refer to RA 1602 – Remotely Piloted Air Systems Open A2 sub-category (Fly 'Close To' People). [31] Refer to RA 1603 – Remotely Piloted Air Systems Open A3 sub-category (Fly 'Far From' People). [32] Refer to RA 1604 – Remotely Piloted Air Systems Specific S1 sub-category.	No
1600[08](02)034	[08]	Authorized	GM	1600(2).34 - GM - Remotely Piloted Air System Regulatory Requirements	Nil.	Guidance
1601[02]	[02]	Authorized	RA	1601 - RA (2) - Remotely Piloted Air Systems Open A1 sub-category (Fly 'Over' People)	There is a requirement to determine and apply an appropriate regulatory framework to Remotely Piloted Air Systems (RPAS) to ensure they are safe to operate and are being operated safely. This regulatory framework will be proportionate to the RPAS Category and its physical attributes[1]. This Regulatory Article (RA) defines the regulatory framework for those RPAS categorized in the Open A1 sub-category. The regulatory framework is structured to specifically permit appropriate operating freedom to 'non-traditional' aviation units (who are the prevalent users of Open A1 sub-category RPAS). [1] For definitions of RPAS categories, RPAS sub-categories, and RPAS physical attributes (eg Sub 250 g, Sub 4 kg etc), refer to RA 1600 – Remotely Piloted Air Systems.	No
1601[02](01)	[02]	Authorized	Regulation	1601(1) - Regulation - Regulatory Requirements	Organizations operating RPAS in the Open A1 sub-category shall ensure that the requirements of RA 1600 and RA 1601 are complied with.	No
1601[02](01)001	[02]	Authorized	AMC	1601(1).1 - AMC - Regulatory Requirements	The operation of RPAS in the Open A1 sub-category should be in the MOD Interest[2]. [2] Refer to RA 1160 – The Defence Air Environment Operating Framework.	No
1601[02](01)002	[02]	Authorized	AMC	1601(1).2 - AMC - Regulatory Requirements	Organizations should hold an appropriate MAA RPAS Letter of Endorsed Categorization (LEC) prior to operation of RPAS in the Open A1 sub-category.	No

1601[02](01)003	[02]	Authorized	AMC	1601(1).3 - AMC - Regulatory Requirements	RPAS should: a. Have a Maximum Take Off Weight (MTOW), including external stores, of less than 250 g. b. Carry a European Union (EU) conformity marking of C0[3], or be designed to similar standards[4]. c. Have a maximum speed of 19 m/s. d. Be registered on the UK Military Aircraft Register by type in accordance with (iaw) RA 1161[5]. [3] Commission Delegated Regulation (EU) 2019/945. [4] RPAS with an extant LEC, operating in the Defence Air Environment prior to Jul 2020, are permitted to continue to operate in the Open A3 sub-category in accordance with (iaw) RA 1603 – Remotely Piloted Air Systems Open A3 sub-category (Fly 'Far From' People), unless notified otherwise by the MAA. From Jul 2022 onwards, RPAS that are placed on the EU market must have a conformity marking or be designed to similar standards. [5] Refer to RA 1161 – Military Registration of Air Systems Operating within the Defence Air Environment.	No
1601[02](01)004	[02]	Authorized	GM	1601(1).4 - GM - Regulatory Requirements	There is no requirement for the RPAS to be Certified.	Guidance
1601[02](01)005	[02]	Authorized	GM	1601(1).5 - GM - Regulatory Requirements	There is no requirement to have a Certificate of Design or meet Design Safety Targets but the RPAS must adhere to EU conformity or be designed to similar product standards.	Guidance
1601[02](01)006	[02]	Authorized	GM	1601(1).6 - GM - Regulatory Requirements	There is no requirement to demonstrate and sustain Airworthiness via an Airworthiness / Air Safety Strategy.	Guidance
1601[02](01)007	[02]	Authorized	GM	1601(1).7 - GM - Regulatory Requirements	An Air System Safety Case (ASSC) is defined as a structured argument, supported by a body of evidence that provides a compelling, comprehensible and valid case that an Air System is safe for a given application in a given environment. It is through-life, pan-Defence Lines of Development (DLoD)[6] and addresses a combination of the physical components, procedures and human resources organized to deliver the capability. The endorsed RA 1600 Annex B Categorization Safety Checklist will satisfy the requirement for an ASSC. [6] DLoD is used throughout the Ministry of Defence, particularly in acquisition. It describes the lines of development that a project needs to consider to be effective using the TEPIDOIL acronym (Training, Equipment and technology, Personnel, Information, Doctrine and concepts, Organization, Infrastructure and Logistics).	Guidance
1601[02](01)008	[02]	Authorized	GM	1601(1).8 - GM - Regulatory Requirements	This regulation does not cover Test and Evaluation (T&E) activity. RPAS applicants wishing to operate RPAS in a manner or configuration not supported by RA 1600 and RA 1601 (ie T&E) will additionally be subject to RA 2370[7] and other MRP requirements. Discussion with the MAA[8] will be required in order to confirm the applicable regulations. [7] Refer to RA 2370 – Test and Evaluation. [8] Contact via DSA-MAA-MRPEnquiries@mod.gov.uk.	Guidance
1601[02](01)009	[02]	Authorized	GM	1601(1).9 - GM - Regulatory Requirements	An Aging Air System Audit is not required for Open A1 sub-category RPAS	Guidance
1601[02](02)	[02]	Authorized	Regulation	1601(2) - Regulation - Responsibilities	RPAS operating in the Open A1 sub-category shall be operated under the authority of a Responsible Officer or RPAS Accountable Manager (RPAS AM).	No
1601[02](02)010	[02]	Authorized	AMC	1601(2).10 - AMC - Responsibilities	MOD Organizations should either: a. Nominate a Responsible Officer (minimum OF2 / C2 or equivalent) who is answerable to a designated OF3 / C1 (or equivalent). b. Or ensure that operations are carried out by an organization appropriately approved iaw the Contractor Flying Approved Organization Scheme (Basic RPAS) (CFAOS(BR))[9]. [9] Refer to RA 1031 – Contractor Flying Approved Organization Scheme (Basic RPAS).	No
1601[02](02)011	[02]	Authorized	AMC	1601(2).11 - AMC - Responsibilities	Non-MOD organizations should: a. Be appropriately approved iaw the CFAOS(BR). b. Nominate an RPAS AM iaw RA 1031[9]. [9] Refer to RA 1031 – Contractor Flying Approved Organization Scheme (Basic RPAS).	No
1601[02](02)012	[02]	Authorized	AMC	1601(2).12 - AMC - Responsibilities	Responsible Officers and RPAS AMs should: a. Be responsible and accountable for the safe operation[10] of RPAS within their Area of Responsibility (AoR). b. Ensure that risks to Remote Pilots (RPs), operating personnel, other organization / MOD personnel, and the general public through the operation of RPAS are acceptable, and cease operations if not. c. Hold appropriate Terms of Reference. d. Ensure that RPAS are operated and maintained in line with the Manufacturer's User or Operating Manual, RA 1601(4) and LEC. e. Ensure that RPs are appropriately trained and competent. f. Ensure that RPs are medically fit to operate the Categorized RPAS[11]. [10] For RPAS AMs, to include T&E when in the organization's CFAOS(BR) Approval, and the RPAS AM is to be appropriately T&E qualified. [11] iaw the endorsed RA 1600 Annex B Categorization Safety Checklist.	No

1601[02](02)013	[02]	Authorized	GM	1601(2).13 - GM - Responsibilities	RPAS operating in the Open A1 sub-category are not required to be supported by a: a. Senior Duty Holder; b. Operating Duty Holder; c. Delivery Duty Holder; d. Accountable Manager (Military Flying); e. Type Airworthiness Authority; f. Continuing Airworthiness Management Organization; g. Chief Air Engineer; h. Aircraft Operating Authority.	Guidance
1601[02](03)	[02]	Authorized	Regulation	1601(3) - Regulation - Remote Pilot Competence	RPs operating RPAS in the Open A1 sub-category shall be trained and competent.	No
1601[02](03)014	[02]	Authorized	AMC	1601(3).14 - AMC - Remote Pilot Competence	RPs should: a. Be familiar with all publications, processes and orders required to safely operate the RPAS. b. Maintain a level of competence appropriate to the tasks being conducted.	No
1601[02](03)015	[02]	Authorized	GM	1601(3).15 - GM - Remote Pilot Competence	Before a LEC is issued, the MAA will need to be satisfied that RPs will be appropriately trained and competent. RPs are required to understand and be fully conversant with all appropriate publications and RA 1601(4), to ensure that their RPAS are safe to operate and are being operated safely.	Guidance
1601[02](03)016	[02]	Authorized	GM	1601(3).16 - GM - Remote Pilot Competence	RPAS training will not be conducted while undertaking formal tasking.	Guidance
1601[02](03)017	[02]	Authorized	GM	1601(3).17 - GM - Remote Pilot Competence	Not all potential RPs will have experience flying RPAS; to gain sufficient experience, it is expected that organizations will provide appropriate training packages.	Guidance
1601[02](04)	[02]	Authorized	Regulation	1601(4) - Regulation - Safe Operation and Limitations	RPAS in the Open A1 sub-category shall be operated in a manner that minimizes risks and hazards to other airspace users or persons and property near the RPAS being flown.	No
1601[02](04)018	[02]	Authorized	AMC	1601(4).18 - AMC - Safe Operation and Limitations	Responsible Officers and RPAS AMs should: a. Detail in Orders the operating limitations and regulatory requirements applicable to operations in their AoR. b. Ensure that operations outside UK airspace satisfy Diplomatic Clearance[12] requirements. [12] Refer to RA 2305 – Supervision of Flying.	No
1601[02](04)019	[02]	Authorized	AMC	1601(4).19 - AMC - Safe Operation and Limitations	RPs should be responsible for the safe operation of the RPAS and not present undue risk or hazard to other airspace users or any person, vessel, vehicle or structure.	No
1601[02](04)020	[02]	Authorized	AMC	1601(4).20 - AMC - Safe Operation and Limitations	RPs should adhere to: a. Orders promulgated by the Responsible Officer or RPAS AM. b. The RPAS Manufacturer's User or Operating Manual. c. The applicable operating parameters and procedures detailed in the RA 1600 Annex B Categorization Safety Checklist and LEC.	No
1601[02](04)021	[02]	Authorized	AMC	1601(4).21 - AMC - Safe Operation and Limitations	RPs should conduct flight planning and risk assessments iaw the most restrictive of Orders and adhere to the following operating limitations: a. Operated within Visual Line Of Sight (VLOS)[13], [14] of the RP up to a maximum range of 500 m[15]. b. Any additional conditions stipulated in the LEC. [13] Refer to MAA02: Military Aviation Authority Master Glossary. [14] RPAS categorized as Open A1 may be operated Beyond VLOS when operating within buildings, vessels and structures. [15] In 'follow-me' mode (the Remotely Piloted Aircraft (RPA) will automatically follow the Ground Control Station / Remote Pilot Station), the RPA may be flown to a distance of 50 m from the RP, even if this means that the RPA is no longer VLOS.	No
1601[02](04)022	[02]	Authorized	AMC	1601(4).22 - AMC - Safe Operation and Limitations	RPAS should not be: a. Operated higher than 120 m (400 ft) above the surface (land or sea). b. Operated over open-air assemblies of more than 1,000 uninvolved people. c. Operated over or within 50 m of any Congested Area[13]. d. Operated in the flight restriction zone of a protected aerodrome, unless in receipt of appropriate permission from the Airspace Controlling Authority[16]. [13] Refer to MAA02: Military Aviation Authority Master Glossary. [16] Details of UK aerodromes that fall into the 'protected' category can be found within the NATS eAIS Package. For Government aerodromes see the UK Mil AIP.	No
1601[02](04)023	[02]	Authorized	AMC	1601(4).23 - AMC - Safe Operation and Limitations	Organizations should ensure that operations outside UK airspace are conducted iaw the relevant national or international legal and regulatory requirements.	No
1601[02](04)024	[02]	Authorized	GM	1601(4).24 - GM - Safe Operation and Limitations	RPAS publications are likely to include: a. The RA 1600 Annex B Categorization Safety Checklist for the RPAS. b. Manufacturer's User or Operating Manual. c. Specific Orders or Instructions from the Responsible Officer or RPAS AM. d. Local orders such as those published by a Head of Establishment or Head of Unit.	Guidance
1601[02](04)025	[02]	Authorized	GM	1601(4).25 - GM - Safe Operation and Limitations	The requirement to authorize operations in the Open A1 sub-category is not mandated; however, Responsible Officers may elect to implement an authorization process to formalize and account for any tasking conducted[17]. [17] Refer to RA 2306 – Authorization of Flights.	Guidance

1602[02]	[02]	Authorized	RA	1602 - RA (2) - Remotely Piloted Air Systems Open A2 sub-category (Fly 'Close To' People)	There is a requirement to determine and apply an appropriate regulatory framework to Remotely Piloted Air Systems (RPAS) to ensure they are safe to operate and are being operated safely. This regulatory framework will be proportionate to the RPAS Category and its physical attributes[1]. This Regulatory Article (RA) defines the regulatory framework for those RPAS categorized in the Open A2 sub-category. The regulatory framework is structured to specifically permit appropriate operating freedom to 'non-traditional' aviation units (who are the prevalent users of RPAS in the Open A2 sub-category). [1] For definitions of RPAS categories, RPAS sub-categories, and RPAS physical attributes (eg Sub 250 g, Sub 4 kg etc), refer to RA 1600 – Remotely Piloted Air Systems.	No
1602[02](01)	[02]	Authorized	Regulation	1602(1) - Regulation - Regulatory Requirements	Organizations operating RPAS in the Open A2 sub-category shall ensure that the requirements of RA 1600 and RA 1602 are complied with.	No
1602[02](01)001	[02]	Authorized	AMC	1602(1).1 - AMC - Regulatory Requirements	The operation of RPAS in the Open A2 sub-category should be in the MOD Interest[2]. [2] Refer to RA 1160 – The Defence Air Environment Operating Framework.	No
1602[02](01)002	[02]	Authorized	AMC	1602(1).2 - AMC - Regulatory Requirements	Organizations should hold an appropriate MAA RPAS Letter of Endorsed Categorization (LEC) prior to operation of RPAS in the Open A2 sub-category.	No
1602[02](01)003	[02]	Authorized	AMC	1602(1).3 - AMC - Regulatory Requirements	RPAS should: a. Be Sub 250 g or Sub 4 kg. B. Be registered on the UK Military Aircraft Register in accordance with (iaw) RA 1161[3]. [3] Refer to RA 1161 – Military Registration of Air Systems Operating within the Defence Air Environment	No
1602[02](01)004	[02]	Authorized	AMC	1602(1).4 - AMC - Regulatory Requirements	Sub 250 g RPAS should carry a European Union (EU) conformity marking of C0[4], or be designed to similar standards[5] ensuring that: a. The Maximum Take Off Weight (MTOW), including external stores, is less than 250 g. b. The RPAS has a maximum speed of 19 m/s. [4] Commission Delegated Regulation (EU) 2019/945. [5] RPAS with an extant LEC, operating in the Defence Air Environment prior to July 2020, are permitted to continue to operate in the Open A3 sub-category iaw RA 1603 – Remotely Piloted Air Systems Open A3 sub-category (Fly 'Far From' People), unless notified otherwise by the MAA. From July 2022 onwards, RPAS that are placed on the EU market must have a conformity marking or be designed to similar standards.	No
1602[02](01)005	[02]	Authorized	AMC	1602(1).5 - AMC - Regulatory Requirements	Sub 4 kg RPAS should carry an EU conformity marking of C1 to C3[4], or be designed to similar standards[5] ensuring that: a. The MTOW, including external stores, is less than 4 kg. b. The RPAS is equipped with a low-speed mode which limits the maximum speed to 3 m/s when selected by the Remote Pilot (RP). c. The RPAS adheres to noise limits, height limits and requirements for remote identification and geo-awareness systems and additional requirements if being used during tethered flight[6]. [4] Commission Delegated Regulation (EU) 2019/945. [5] RPAS with an extant LEC, operating in the Defence Air Environment prior to July 2020, are permitted to continue to operate in the Open A3 sub-category iaw RA 1603 – Remotely Piloted Air Systems Open A3 sub-category (Fly 'Far From' People), unless notified otherwise by the MAA. From July 2022 onwards, RPAS that are placed on the EU market must have a conformity marking or be designed to similar standards. [6] Defined as: "An RPAS that remains securely attached (tethered) via a physical link to a person, the ground or an object at all times while it is flying. The tether normally takes the form of a flexible wire or a cable and may also include the power supply to the Remotely Piloted Aircraft." (derived from Civil Air Publication (CAP) 722).	No
1602[02](01)006	[02]	Authorized	AMC	1602(1).6 - AMC - Regulatory Requirements	Sub 4 kg RPAS should operate under the Defence Air Environment (DAE) Operating Framework and assigned to a DAE Operating Category iaw RA 1160[2], [7]. [2] Refer to RA 1160 – The Defence Air Environment Operating Framework. [7] The DAE Operating Category is independent and separate to the RPAS Category.	No
1602[02](01)007	[02]	Authorized	AMC	1602(1).7 - AMC - Regulatory Requirements	Sub 4 kg RPAS Continuing Airworthiness and Maintenance should be conducted by RPs iaw the Manufacturers Operating / Maintenance manual.	No
1602[02](01)008	[02]	Authorized	AMC	1602(1).8 - AMC - Regulatory Requirements	RPs should maintain a log of the inspections and Maintenance carried out on their RPAS.	No
1602[02](01)009	[02]	Authorized	AMC	1602(1).9 - AMC - Regulatory Requirements	Sub 4 kg RPAS Occurrences should be reported, investigated and recorded iaw RA 1410[8]. [8] Refer to RA 1410 – Occurrence Reporting and Management.	No
1602[02](01)010	[02]	Authorized	GM	1602(1).10 - GM - Regulatory Requirements	There is no requirement for Open A2 sub-category RPAS to be Certified.	Guidance
1602[02](01)011	[02]	Authorized	GM	1602(1).11 - GM - Regulatory Requirements	There is no requirement to have a Certificate of Design or meet Design Safety Targets but the RPAS must adhere to EU conformity markings or be designed to similar product standards.	Guidance
1602[02](01)012	[02]	Authorized	GM	1602(1).12 - GM - Regulatory Requirements	There is no requirement to demonstrate and sustain Airworthiness via an Airworthiness / Air Safety Strategy.	Guidance
1602[02](01)013	[02]	Authorized	GM	1602(1).13 - GM - Regulatory Requirements	An Air System Safety Case (ASSC) provides an evidenced and coherent argument that a system is safe to operate and is being operated safely. The endorsed RA 1600 Annex B Categorization Safety Checklist will satisfy the requirement for an ASSC.	Guidance

1602[02](01)014	[02]	Authorized	GM	1602(1).14 - GM - Regulatory Requirements	Sub 4 kg RPAS Duty Holders (DH) / RPAS Accountable Managers (RPAS AM) may waive the requirement for an Occurrence Safety Investigation (OSI) down to a Local Occurrence Investigation (LOI) for an accident where the loss is consistent with the intended concept of operating use of the RPAS. Ultimately it is for the RPAS DH / RPAS AM to decide that there is nothing to be gained from a formal OSI. As a minimum the subsequent LOI still requires codification by the Incident Manager prior to being closed.	Guidance
1602[02](01)015	[02]	Authorized	GM	1602(1).15 - GM - Regulatory Requirements	This regulation does not cover Test and Evaluation (T&E) activity. RPAS applicants wishing to operate in a manner or configuration not supported by RA 1600 and RA 1602 (ie T&E) will be subject to RA 2370[9] and other MRP requirements. Discussion with the MAA[10] will be required in order to confirm the applicable regulations. [9] Refer to RA 2370 – Test and Evaluation. [10] Contact via DSA-MAA-MRPEnquiries@mod.gov.uk.	Guidance
1602[02](01)016	[02]	Authorized	GM	1602(1).16 - GM - Regulatory Requirements	An Aging Air System Audit is not required for Open A2 sub-category RPAS.	Guidance
1602[02](02)	[02]	Authorized	Regulation	1602(2) - Regulation - Responsibilities	Sub 250 g RPAS shall be operated under the authority of a Responsible Officer / RPAS AM. Sub 4 kg RPAS shall be operated under the authority of a RPAS DH / RPAS AM and supported by appropriate persons.	No
1602[02](02)017	[02]	Authorized	AMC	1602(2).17 - AMC - Responsibilities	Non-MOD organizations operating military registered RPAS in the Open A2 sub-category should: a. Be appropriately approved iaw the Contractor Flying Approved Organization Scheme (Basic RPAS) CFAOS(BR)[11]. b. Nominate an RPAS AM iaw RA 1031[11]. [11] Refer to RA 1031 – Contractor Flying Approved Organization Scheme (Basic RPAS).	No
1602[02](02)018	[02]	Authorized	AMC	1602(2).18 - AMC - Responsibilities	MOD organizations responsible for operating Sub 250 g RPAS should either: a. Nominate a Responsible Officer (minimum OF2 / C2 or equivalent) who is answerable to a designated OF3 / C1 (or equivalent). b. Or ensure that operations are carried out by an organization appropriately approved iaw the CFAOS(BR).	No
1602[02](02)019	[02]	Authorized	AMC	1602(2).19 - AMC - Responsibilities	MOD Organizations responsible for operating Sub 4 kg RPAS should either: a. Nominate: (1) A Capability Owner (minimum OF5 / B1 or equivalent), and (2) A Sub 4 kg RPAS DH (minimum OF4 / B2 or equivalent). b. Or ensure that operations are carried out by an organization appropriately approved iaw the CFAOS(BR).	No
1602[02](02)020	[02]	Authorized	AMC	1602(2).20 - AMC - Responsibilities	Sub 250 g RPAS Responsible Officers and Sub 250 g RPAS AMs should: a. Be responsible and accountable for the operation of Sub 250 g RPAS within their Area of Responsibility (AoR). b. Ensure that risks to RPs, operating personnel, other organization / MOD personnel, and the general public through the operation of RPAS are acceptable, and cease operations if not. c. Hold appropriate Terms of Reference. d. Ensure that Sub 250 g RPAS are operated in line with the Manufacturer's User or Operating Manual, RA 1602(4) and LEC. e. Ensure that RPs are appropriately trained and competent.	No
1602[02](02)021	[02]	Authorized	AMC	1602(2).21 - AMC - Responsibilities	Sub 4 kg RPAS DHs should: a. Be responsible and accountable for the operation of Sub 4 kg RPAS within their AoR and answerable to a designated Capability Owner within the chain of command. b. Ensure that risks to RPs, operating personnel, other organization / MOD personnel, and the general public through the operation of RPAS are acceptable, and cease operations if not. c. Hold appropriate Terms of Reference. d. Ensure that the Sub 4 kg RPAS is operated in line with the RA 1600 Annex B Categorization Safety Checklist, Manufacturer's User or Operating Manual, RA 1602(4) and LEC. e. Attend an MAA RPAS DH / AM briefing day prior to commencement of RPAS operations if required to do so by the MAA[12]. f. Nominate a Senior Operator (SO). [12] This requirement is to be reviewed by the MAA during the categorization process; any requirement / dispensation should be articulated in the LEC.	No

1602[02](02)022	[02]	Authorized	AMC	1602(2).22 - AMC - Responsibilities	Sub 4 kg RPAS AMs should: a. Be appointed iaw RA 1031[11]. b. Be responsible and accountable for the operation of Sub 4 kg RPAS within their AoR. c. Ensure that risks to RPs, operating personnel, other organization / MOD personnel, and the general public through the operation of RPAS are acceptable, and cease operations if not. d. Hold appropriate Terms of Reference. e. Ensure that the Sub 4 kg RPAS is operated in line with the RA 1600 Annex B Categorization Safety Checklist, Manufacturer's User or Operating Manual, RA 1602(4) and LEC. f. Attend an MAA RPAS DH / AM briefing day prior to commencement of RPAS operations if required to do so by the MAA. g. Nominate[11] a Flight Operations Post Holder (FOPH) in order to provide the RPAS AM with appropriate specialist support[13]. [11] Refer to RA 1031 – Contractor Flying Approved Organization Scheme (Basic RPAS). [13] To include T&E when in the organization's CFAOS(BR) Approval and the RPAS AM is not appropriately T&E qualified.	No
1602[02](02)023	[02]	Authorized	AMC	1602(2).23 - AMC - Responsibilities	Sub 4 kg RPAS SOs and FOPHs should: a. Support and be answerable to the respective Sub 4 kg RPAS DH / RPAS AM. b. Have completed an approved RPAS training package provided by a Civil Aviation Authority (CAA) approved Recognized Assessment Entity (RAE)[14] that includes a flying assessment, or an equivalent Defence Systems Approach to Training (DSAT) compliant MAA approved RPAS course. c. Have completed the Defence Train The Trainer (DTTT) course. d. Ensure that all new RPs within their AoR have successfully completed an approved RPAS training package provided by a RAE that includes a flying assessment, or an equivalent DSAT compliant MAA approved RPAS course. e. Ensure that RPs are medically fit to operate the Categorized RPAS[15]. [14] The list of CAA approved RAEs is found in the Unmanned Aircraft section of the CAA website. [15] iaw the endorsed RA 1600 Annex B Categorization Safety Checklist.	No
1602[02](02)024	[02]	Authorized	GM	1602(2).24 - GM - Responsibilities	RPAS operating in the Open A2 sub-category are not required to be supported by a: a. Senior Duty Holder; b. Operating Duty Holder; c. Delivery Duty Holder; d. Accountable Manager (Military Flying); e. Type Airworthiness Authority (TAA)[16]; f. Continuing Airworthiness Management Organization; g. Chief Air Engineer; h. Aircraft Operating Authority. [16] The organization submitting the categorization submission for RPAS categorized as Open or Specific S1 will ensure that the manufacturer has been appropriately endorsed by the Defence Equipment and Support (DE&S) Unmanned Air System Team (UAST) TAA.	Guidance
1602[02](02)025	[02]	Authorized	GM	1602(2).25 - GM - Responsibilities	Sub 4 kg RPAS DH / RPAS AM. It is anticipated that, in many instances, Sub 4 kg RPAS will be operated by organizations with either limited or no prior aviation experience. In such cases, the Unit Commander or civilian Middle Manager (who may have limited or no previous aviation experience) may be appointed as the RPAS DH or RPAS AM. Therefore, the MAA will provide appropriate briefings to those RPAS DH / AMs assessed as requiring further training in order that they may be considered competent to manage the RtL associated with operation of the RPAS.	Guidance
1602[02](02)026	[02]	Authorized	GM	1602(2).26 - GM - Responsibilities	Sub 4 kg SO and FOPH. Training provided by a CAA approved RAE that includes a flying assessment or an equivalent DSAT compliant MAA approved RPAS course has been assessed as appropriate by the MAA to provide suitable training and assessment for Sub 4 kg SOs and FOPHs.	Guidance
1602[02](03)	[02]	Authorized	Regulation	1602(3) - Regulation - Remote Pilot Competence	RPs operating RPAS in the Open A2 sub-category shall be qualified and competent.	No
1602[02](03)027	[02]	Authorized	AMC	1602(3).27 - AMC - Remote Pilot Competence	Sub 250 g RPAS RPs should: a. Be familiar with all publications, processes and orders required to safely operate and maintain the RPAS. b. Maintain a level of competence appropriate to the tasks being conducted.	No

1602[02](03)028	[02]	Authorized	AMC	1602(3).28 - AMC - Remote Pilot Competence	Sub 4 kg RPAS RPs should: a. Successfully complete an approved RPAS training package provided by a CAA approved RAE that includes a flying assessment, or an equivalent DSAT compliant MAA approved RPAS course. b. Maintain a level of competence appropriate to the tasks being conducted. c. Maintain an auditable record of RPAS training and flying activity. d. Be familiar with all publications and processes required to safely operate the RPAS. e. Be fully conversant with the RA 1600 Annex B Categorization Safety Checklist and local orders. f. Maintain a log of the inspections and Maintenance carried out on their RPAS.	No
1602[02](03)029	[02]	Authorized	GM	1602(3).29 - GM - Remote Pilot Competence	Before a LEC is issued, the MAA will need to be satisfied that RPs will be appropriately trained and competent. RPs are required to understand and be fully conversant with all appropriate publications and RA 1602(4), to ensure that their RPAS are safe to operate and are being operated safely.	Guidance
1602[02](03)030	[02]	Authorized	GM	1602(3).30 - GM - Remote Pilot Competence	Due to the increased RtL of operating Sub 4 kg RPAS close to people, increased RP training is required in addition to that required for Sub 250 g RPAS.	Guidance
1602[02](03)031	[02]	Authorized	GM	1602(3).31 - GM - Remote Pilot Competence	Open A2 sub-category RPAS training will not be conducted while undertaking formal tasking.	Guidance
1602[02](03)032	[02]	Authorized	GM	1602(3).32 - GM - Remote Pilot Competence	Sub 4 kg RPAS SOs will conduct Conversion To Type (CTT) training packages for newly qualified RPs	Guidance
1602[02](04)	[02]	Authorized	Regulation	1602(4) - Regulation - Safe Operation and Limitations	RPAS operating in the Open A2 sub-category shall be operated in a manner that minimizes risks and hazards to other airspace users or persons and property near the RPAS being flown.	No
1602[02](04)033	[02]	Authorized	AMC	1602(4).33 - AMC - Safe Operation and Limitations	Responsible Officers, RPAS DHs and RPAS AMs should: a. Detail in Orders the operating limitations and regulatory requirements applicable to operations in their AoR. b. Ensure that operations outside UK airspace satisfy Diplomatic Clearance[17] requirements. [17] Refer to RA 2305 – Supervision of Flying.	No
1602[02](04)034	[02]	Authorized	AMC	1602(4).34 - AMC - Safe Operation and Limitations	RPs should be responsible for the safe operation of the RPAS and not present undue risk or hazard to other airspace users or any person, vessel, vehicle or structure.	No
1602[02](04)035	[02]	Authorized	AMC	1602(4).35 - AMC - Safe Operation and Limitations	RPs should adhere to: a. Orders promulgated by the Responsible Officer or RPAS DH / RPAS AM. b. The RPAS Manufacturer's User or Operating Manual. c. The operating parameters and procedures detailed in the RA 1600 Annex B Categorization Safety Checklist and LEC.	No
1602[02](04)036	[02]	Authorized	AMC	1602(4).36 - AMC - Safe Operation and Limitations	RPs should conduct flight planning and risk assessments iaw the most restrictive of Orders and adhere to the following operating limitations: a. Operated within Visual Line Of Sight (VLOS)[18] of the RP up to a maximum range of 500 m[19]. b. Operated with a minimum safe horizontal distance of 30 m from any person, vessel, vehicle or structure not under the control of the RP[20]. c. Any conditions stipulated in the LEC. [18] Refer to MAA02: Military Aviation Authority Master Glossary. [19] In 'follow-me' mode (the Remotely Piloted Aircraft (RPA) will automatically follow the Ground Control Station / Remote Pilot Station), the RPA may be flown to a distance of 50 m from the RP, even if this means that the RPA is no longer VLOS. [20] Or down to 5 m horizontally if its 'low speed mode' is fitted and selected by the RP.	No
1602[02](04)037	[02]	Authorized	AMC	1602(4).37 - AMC - Safe Operation and Limitations	RPAS operating in the Open A2 sub-category should not be: a. Intentionally operated over uninvolved persons. b. Operated higher than 120 m (400 ft) above the surface (land or sea). c. Operated over or within 50 m of any Congested Area[18]. d. Operated in the flight restriction zone of a protected aerodrome, unless in receipt of appropriate permission from the Airspace Controlling Authority[21]. [18] Refer to MAA02: Military Aviation Authority Master Glossary. [21] Details of UK aerodromes that fall into the 'protected' category can be found within the NATS Eais Package. For Government aerodromes see the UK Mil AIP.	No
1602[02](04)038	[02]	Authorized	AMC	1602(4).38 - AMC - Safe Operation and Limitations	Organizations should ensure that operations outside UK airspace are conducted iaw the relevant national or international legal and regulatory requirements.	No
1602[02](04)039	[02]	Authorized	GM	1602(4).39 - GM - Safe Operation and Limitations	RPAS publications are likely to include: a. The RA 1600 Annex B Categorization Safety Checklist for the RPAS. b. Manufacturer's User or Operating Manual. c. Specific Orders or Instructions from the Responsible Officer or RPAS DH / RPAS AM. d. Local orders such as those published by a Head of Establishment or Head of Unit.	Guidance
1602[02](04)040	[02]	Authorized	GM	1602(4).40 - GM - Safe Operation and Limitations	The requirement to authorize operations in the Open A2 sub-category is not mandated; however, Responsible Officers, RPAS DH and RPAS AM may elect to implement an authorization process to formalize and account for any tasking conducted[22]. [22] Refer to RA 2306 – Authorization of Flights.	Guidance

1603[02]	[02]	Authorized	RA	1603 - RA (2) - Remotely Piloted Air Systems Open A3 sub-category (Fly 'Far From' People)	There is a requirement to determine and apply an appropriate regulatory framework to Remotely Piloted Air Systems (RPAS) to ensure they are safe to operate and are being operated safely. This regulatory framework will be proportionate to the RPAS Category and its physical attributes[1]. This Regulatory Article (RA) defines the regulatory framework for those RPAS categorized in the Open A3 sub-category. The regulatory framework is structured to specifically permit appropriate operating freedom to 'non-traditional' aviation units (who are the prevalent users of RPAS in the Open A3 sub-category). [1] For definitions of RPAS categories, RPAS sub-categories, and RPAS physical attributes (eg Sub 250 g, Sub 4 kg etc), refer to RA 1600 – Remotely Piloted Air Systems.	No
1603[02](01)	[02]	Authorized	Regulation	1603(1) - Regulation - Regulatory Requirements	Organizations operating RPAS in the Open A3 sub-category shall ensure that the requirements of RA 1600 and RA 1603 are complied with.	No
1603[02](01)001	[02]	Authorized	AMC	1603(1).1 - AMC - Regulatory Requirements	The operation of RPAS in the Open A3 sub-category should be in the MOD Interest[2]. [2] Refer to RA 1160 – The Defence Air Environment Operating Framework.	No
1603[02](01)002	[02]	Authorized	AMC	1603(1).2 - AMC - Regulatory Requirements	Organizations should hold an appropriate MAA RPAS Letter of Endorsed Categorization (LEC) prior to operation of RPAS in the Open A3 sub-category.	No
1603[02](01)003	[02]	Authorized	AMC	1603(1).3 - AMC - Regulatory Requirements	RPAS should: a. Be Sub 250 g, Sub 4 kg or Sub 25 kg. b. Be registered on the UK Military Aircraft Register in accordance with (iaw) RA 1161[3]. [3] Refer to RA 1161 – Military Registration of Air Systems Operating within the Defence Air Environment.	No
1603[02](01)004	[02]	Authorized	AMC	1603(1).4 - AMC - Regulatory Requirements	Sub 250 g RPAS should carry a European Union (EU) conformity marking of C0[4], or be designed to similar standards[5] ensuring that: a. The Maximum Take Off Weight (MTOW), including external stores, is less than 250 g. b. The RPAS has a maximum speed of 19 m/s. [4] Commission Delegated Regulation (EU) 2019/945. [5] RPAS with an extant LEC, operating in the Defence Air Environment prior to July 2020, are permitted to continue to operate in the Open A3 sub-category, unless notified otherwise by the MAA. From July 2022 onwards, RPAS that are placed on the EU market should have a conformity marking or be designed to similar standards.	No
1603[02](01)005	[02]	Authorized	AMC	1603(1).5 - AMC - Regulatory Requirements	Sub 4 kg RPAS should carry an EU conformity marking of C1 to C3[4], or be designed to similar standards[5] ensuring that: a. The MTOW, including external stores, is less than 4 kg. b. The RPAS is equipped with a low-speed mode which limits the maximum speed to 3 m/s when selected by the Remote Pilot (RP). c. The RPAS adheres to noise limits, height limits and requirements for remote identification and geo-awareness systems. The RPAS adheres to additional requirements if being used during tethered flight[6]. [4] Commission Delegated Regulation (EU) 2019/945. [5] RPAS with an extant LEC, operating in the Defence Air Environment prior to July 2020, are permitted to continue to operate in the Open A3 sub-category, unless notified otherwise by the MAA. From July 2022 onwards, RPAS that are placed on the EU market should have a conformity marking or be designed to similar standards. [6] Defined as: "An RPAS that remains securely attached (tethered) via a physical link to a person, the ground or an object at all times while it is flying. The tether normally takes the form of a flexible wire or a cable and may also include the power supply to the Remotely Piloted Aircraft." (derived from Civil Air Publication (CAP) 722).	No
1603[02](01)006	[02]	Authorized	AMC	1603(1).6 - AMC - Regulatory Requirements	Sub 25 kg RPAS should carry an EU conformity marking of C3[4], or be designed to similar standards[5] ensuring that: a. The MTOW, including external stores, is less than 25 kg. b. The RPAS adheres to height limits and requirements for remote identification and geo-awareness systems. The RPAS adheres to additional requirements if being used during tethered flight. [4] Commission Delegated Regulation (EU) 2019/945. [5] RPAS with an extant LEC, operating in the Defence Air Environment prior to July 2020, are permitted to continue to operate in the Open A3 sub-category, unless notified otherwise by the MAA. From July 2022 onwards, RPAS that are placed on the EU market should have a conformity marking or be designed to similar standards.	No
1603[02](01)007	[02]	Authorized	AMC	1603(1).7 - AMC - Regulatory Requirements	Sub 4 kg and Sub 25 kg RPAS should operate under the Defence Air Environment (DAE) Operating Framework and assigned to a DAE Operating Category iaw RA 1160[2], [7]. [2] Refer to RA 1160 – The Defence Air Environment Operating Framework. [7] The DAE Operating Category is independent and separate to the RPAS Category.	No
1603[02](01)008	[02]	Authorized	AMC	1603(1).8 - AMC - Regulatory Requirements	Sub 4 kg and Sub 25 kg RPAS Continuing Airworthiness and Maintenance should be conducted by RPs iaw the Manufacturers Operating / Maintenance Manual.	No
1603[02](01)009	[02]	Authorized	AMC	1603(1).9 - AMC - Regulatory Requirements	RPs should maintain a log of the inspections and Maintenance carried out on their RPAS.	No
1603[02](01)010	[02]	Authorized	AMC	1603(1).10 - AMC - Regulatory Requirements	Sub 4 kg and Sub 25 kg RPAS Occurrences should be reported, investigated and recorded iaw RA 1410[8]. [8] Refer to RA 1410 – Occurrence Reporting and Management.	No
1603[02](01)011	[02]	Authorized	GM	1603(1).11 - GM - Regulatory Requirements	There is no requirement for Open A3 sub-category RPAS to be Certified.	Guidance

1603[02](01)012	[02]	Authorized	GM	1603(1).12 - GM - Regulatory Requirements	There is no requirement to have a Certificate of Design or meet Design Safety Targets but the RPAS must adhere to EU conformity markings or be designed to similar product standards.	Guidance
1603[02](01)013	[02]	Authorized	GM	1603(1).13 - GM - Regulatory Requirements	There is no requirement to demonstrate and sustain Airworthiness via an Airworthiness / Air Safety Strategy.	Guidance
1603[02](01)014	[02]	Authorized	GM	1603(1).14 - GM - Regulatory Requirements	An Air System Safety Case (ASSC) provides an evidenced and coherent argument that a system is safe to operate and is being operated safely. The endorsed RA 1600 Annex B Categorization Safety Checklist will satisfy the requirement for an ASSC.	Guidance
1603[02](01)015	[02]	Authorized	GM	1603(1).15 - GM - Regulatory Requirements	Sub 4 kg and Sub 25 kg RPAS Duty Holders (DH) / RPAS Accountable Managers (RPAS AM) may waive the requirement for an Occurrence Safety Investigation (OSI) down to a Local Occurrence Investigation (LOI) for an accident where the loss is consistent with the intended concept of operating use of the RPAS. Ultimately it is for the RPAS DH / RPAS AM to decide that there is nothing to be gained from a formal OSI. As a minimum the subsequent LOI still requires codification by the Incident Manager prior to being closed.	Guidance
1603[02](01)016	[02]	Authorized	GM	1603(1).16 - GM - Regulatory Requirements	This regulation does not cover Test and Evaluation (T&E) activity. RPAS applicants wishing to operate in a manner or configuration not supported by RA 1600 and RA 1603 (ie T&E) will be subject to RA 2370[9] and other MRP requirements. Discussion with the MAA[10] will be required in order to confirm the applicable regulations. [9] Refer to RA 2370 – Test and Evaluation. [10] Contact via DSA-MAA-MRPEnquiries@mod.gov.uk.	Guidance
1603[02](01)017	[02]	Authorized	GM	1603(1).17 - GM - Regulatory Requirements	An Aging Air System Audit is not required for Open A3 sub-category RPAS.	Guidance
1603[02](02)	[02]	Authorized	Regulation	1603(2) - Regulation - Responsibilities	Sub 250 g RPAS shall be operated under the authority of a Responsible Officer / RPAS AM. Sub 4 kg and Sub 25 kg RPAS shall be operated under the authority of a RPAS DH / RPAS AM and supported by appropriate persons.	No
1603[02](02)018	[02]	Authorized	AMC	1603(2).18 - AMC - Responsibilities	Non-MOD organizations operating military registered RPAS in the Open A3 sub-category should: a. Be appropriately approved iaw the Contractor Flying Approved Organization Scheme (Basic RPAS) (CFAOS(BR))[11]. b. Nominate an RPAS AM iaw RA 1031[11]. [11] Refer to RA 1031 – Contractor Flying Approved Organization Scheme (Basic RPAS).	No
1603[02](02)019	[02]	Authorized	AMC	1603(2).19 - AMC - Responsibilities	MOD organizations responsible for operating Sub 250 g RPAS should either: a. Nominate a Responsible Officer (minimum OF2 / C2 or equivalent) who is answerable to a designated OF3 / C1 (or equivalent). b. Or ensure that operations are carried out by an organization appropriately approved iaw the CFAOS(BR).	No
1603[02](02)020	[02]	Authorized	AMC	1603(2).20 - AMC - Responsibilities	MOD organizations responsible for operating Sub 4 kg and/or Sub 25 kg RPAS should either: a. Nominate: (1) A Capability Owner (minimum OF5 / B1 or equivalent), and (2) A Sub 4 kg or Sub 25 kg RPAS DH (minimum OF4 / B2 or equivalent). b. Or ensure that operations are carried out by an organization appropriately approved iaw the CFAOS(BR).	No
1603[02](02)021	[02]	Authorized	AMC	1603(2).21 - AMC - Responsibilities	Sub 250 g RPAS Responsible Officers and Sub 250 g RPAS AMs should: a. Be responsible and accountable for the operation of Sub 250 g RPAS within their Area of Responsibility (AoR). b. Ensure that risks to RPs, operating personnel, other organization / MOD personnel, and the general public through the operation of RPAS are acceptable, and cease operations if not. c. Hold appropriate Terms of Reference. d. Ensure that Sub 250 g RPAS are operated in line with the Manufacturer's User or Operating Manual, RA 1603(4) and MAA LEC. e. Ensure that RPs are appropriately trained and competent.	No
1603[02](02)022	[02]	Authorized	AMC	1603(2).22 - AMC - Responsibilities	Sub 4 kg and Sub 25 kg RPAS DHs should: a. Be responsible and accountable for the operation of Sub 4 kg or Sub 25 kg RPAS within their AoR and answerable to a designated Capability Owner within the chain of command. b. Ensure that risks to RPs, operating personnel, other organization / MOD personnel, and the general public through the operation of RPAS are acceptable, and cease operations if not. c. Hold appropriate Terms of Reference. d. Ensure that the Sub 4 kg or Sub 25 kg RPAS is operated in line with the RA 1600 Annex B Categorization Safety Checklist, Manufacturer's User or Operating Manual, RA 1603(4) and LEC. e. Attend an MAA RPAS DH / AM briefing day prior to commencement of RPAS operations if required to do so by the MAA[12]. f. Nominate a Senior Operator (SO). [12] This requirement is to be reviewed by the MAA during the categorization process; any requirement / dispensation should be articulated in the LEC.	No

1603[02](02)023	[02]	Authorized	AMC	1603(2).23 - AMC - Responsibilities	Sub 4 kg and Sub 25 kg RPAS AMs should: a. Be appointed iaw RA 1031[11]. b. Be responsible and accountable for the operation of Sub 4 kg or Sub 25 kg RPAS within their AoR. c. Ensure that risks to RPs, operating personnel, other organization / MOD personnel, and the general public through the operation of RPAS are acceptable, and cease operations if not. d. Hold appropriate Terms of Reference. e. Ensure that the Sub 4 kg or Sub 25 kg RPAS is operated in line with the RA 1600 Annex B Categorization Safety Checklist, Manufacturer's User or Operating Manual, RA 1603(4) and LEC. f. Attend an MAA RPAS DH / AM briefing day prior to commencement of RPAS operations if required to do so by the MAA[12]. g. Nominate [11] a Flight Operations Post Holder (FOPH) in order to provide the RPAS AM with appropriate specialist support[13] [11] Refer to RA 1031 – Contractor Flying Approved Organization Scheme (Basic RPAS). [12] This requirement is to be reviewed by the MAA during the categorization process; any requirement / dispensation should be articulated in the LEC. [13] To include T&E when in the organization's CFAOS(BR) Approval and the RPAS AM is not appropriately T&E qualified.	No
1603[02](02)024	[02]	Authorized	AMC	1603(2).24 - AMC - Responsibilities	Sub 4 kg and Sub 25 kg RPAS SOs and FOPHs should: a. Support and be answerable to the respective Sub 4 kg or Sub 25 kg RPAS DH / RPAS AM. b. Have completed an approved RPAS training package provided by a Civil Aviation Authority (CAA) approved Recognized Assessment Entity (RAE)[14] that includes a flying assessment, or an equivalent Defence Systems Approach to Training (DSAT) compliant MAA approved RPAS course. c. Have completed the Defence Train The Trainer (DTTT) course. d. Ensure that all RPs within their AoR have successfully completed an approved online RPAS Flyer ID[15] training package and document accordingly. e. Ensure that RPs are medically fit to operate the Categorized RPAS[16]. f. Conduct a Sub 4 kg or Sub 25 kg RPAS operating training package and flying assessment of the RPs. [14] The list of CAA approved RAEs is found in the Unmanned Aircraft section of the CAA website. [15] https://register-drones.caa.co.uk/. [16] iaw the endorsed RA 1600 Annex B Categorization Safety Checklist.	No
1603[02](02)025	[02]	Authorized	GM	1603(2).25 - GM - Responsibilities	RPAS in the Open A3 sub-category are not required to be supported by a: a. Senior Duty Holder; b. Operating Duty Holder; c. Delivery Duty Holder; d. Accountable Manager (Military Flying); e. Type Airworthiness Authority (TAA)[17]; f. Continuing Airworthiness Management Organization; g. Chief Air Engineer; h. Aircraft Operating Authority. [17] The organization submitting the categorization submission for RPAS categorized as Open or Specific S1 will ensure that the manufacturer has been appropriately endorsed by the Defence Equipment and Support (DE&S) Unmanned Air System Team (UAST) TAA.	Guidance
1603[02](02)026	[02]	Authorized	GM	1603(2).26 - GM - Responsibilities	Sub 4 kg and Sub 25 kg RPAS DH / RPAS AM. It is anticipated that, in many instances, Sub 4 kg and Sub 25 kg RPAS will be operated by organizations with either limited or no prior aviation experience. In such cases, the Unit Commander or civilian Middle Manager (who may have limited or no previous aviation experience) may be appointed as the RPAS DH or RPAS AM. Therefore, the MAA will provide appropriate RPAS DH / AM briefings to those RPAS DH / AMs assessed as requiring further training in order that they may be considered competent to manage the operating Risk to Life associated with the operation of the RPAS.	Guidance
1603[02](02)027	[02]	Authorized	GM	1603(2).27 - GM - Responsibilities	Sub 4k g and Sub 25 kg RPAS SO and FOPH. Training provided by a CAA approved RAE that includes a flying assessment or an equivalent DSAT compliant MAA approved RPAS course has been assessed as appropriate by the MAA to provide suitable training and assessment for Sub 4 kg and Sub 25 kg RPAS SOs and FOPHs.	Guidance
1603[02](03)	[02]	Authorized	Regulation	1603(3) - Regulation - Remote Pilot Competence	RPs operating RPAS in the Open A3 sub-category shall be qualified and competent.	No
1603[02](03)028	[02]	Authorized	AMC	1603(3).28 - AMC - Remote Pilot Competence	Sub 250 g RPAS RPs should: a. Be familiar with all publications, processes and orders required to safely operate the RPAS. b. Maintain a level of competence appropriate to the tasks being conducted.	No

1603[02](03)029	[02]	Authorized	AMC	1603(3).29 - AMC - Remote Pilot Competence	Sub 4 kg and Sub 25 kg RPAS RPs should: a. Successfully complete the approved online RPAS Flyer ID[15] training package. b. Conduct a Sub 4 kg or Sub 25 kg RPAS operating training package and flying assessment under the supervision of the RPAS SO. c. Maintain a level of competence appropriate to the tasks being conducted. d. Maintain an auditable record of RPAS training and flying activity. e. Ensure familiarity with all publications and processes required to safely operate the RPAS. f. Be fully conversant with the RA 1600 Annex B Categorization Safety Checklist and local Orders. g. Maintain a log of the inspections and Maintenance carried out on their RPAS. [15] https://register-drones.caa.co.uk/.	No
1603[02](03)030	[02]	Authorized	GM	1603(3).30 - GM - Remote Pilot Competence	Before a LEC is issued, the MAA will need to be satisfied that RPs will be appropriately trained and competent. RPs are required to understand and be fully conversant with all associated publications and RA 1603(4), to ensure that their RPAS are safe to operate and are being operated safely.	Guidance
1603[02](03)031	[02]	Authorized	GM	1603(3).31 - GM - Remote Pilot Competence	RPAS training will not be conducted while undertaking formal tasking.	Guidance
1603[02](03)032	[02]	Authorized	GM	1603(3).32 - GM - Remote Pilot Competence	Online RPAS Flyer ID[15] training provided by the CAA has been assessed as appropriate by the MAA to provide suitable theory training for RPs. [15] https://register-drones.caa.co.uk/.	Guidance
1603[02](04)	[02]	Authorized	Regulation	1603(4) - Regulation - Safe Operation and Limitations	RPAS operating in the Open A3 sub-category shall be operated in a manner that minimizes risks and hazards to other airspace users or persons and property near the RPAS being flown.	No
1603[02](04)033	[02]	Authorized	AMC	1603(4).33 - AMC - Safe Operation and Limitations	Responsible Officers, RPAS DHs and RPAS AMs should: a. Detail in Orders the operating limitations and regulatory requirements applicable to operations in their AoR. b. Ensure that operations outside UK airspace satisfy Diplomatic Clearance[18] requirements. [18] Refer to RA 2305 – Supervision of Flying.	No
1603[02](04)034	[02]	Authorized	AMC	1603(4).34 - AMC - Safe Operation and Limitations	RPs should be responsible for the safe operation of the RPAS and not present undue risk or hazard to other airspace users or any person, vessel, vehicle or structure.	No
1603[02](04)035	[02]	Authorized	AMC	1603(4).35 - AMC - Safe Operation and Limitations	RPs should adhere to: a. Orders promulgated by Responsible Officer or RPAS DH / RPAS AM. b. The RPAS Manufacturer's User or Operating Manual. c. The operating parameters and procedures detailed in the RA 1600 Annex B Categorization Safety Checklist and LEC.	No
1603[02](04)036	[02]	Authorized	AMC	1603(4).36 - AMC - Safe Operation and Limitations	RPs should conduct flight planning and risk assessments iaw the most restrictive of Orders and adhere to the following operating limitations: a. Operated within Visual Line Of Sight (VLOS)[19] of the RP up to a maximum range of 500 m[20]. b. Operated with a minimum safe horizontal distance of 50 m from any person, vessel, vehicle or structure not under the control of the RP[21]. c. Any additional conditions stipulated in the LEC. [19] Refer to MAA02: Military Aviation Authority Master Glossary. [20] In 'follow-me' mode (the Remotely Piloted Aircraft (RPA) will automatically follow the Ground Control Station / Remote Pilot Station), the RPA may be flown to a distance of 50 m from the RP, even if this means that the RPA is no longer VLOS. [21] Or down to 5 m horizontally if its 'low speed mode' is fitted and selected.	No
1603[02](04)037	[02]	Authorized	AMC	1603(4).37 - AMC - Safe Operation and Limitations	RPAS operating in the Open A3 sub-category should not be: a. Intentionally operated over uninvolved persons. b. Operated higher than 120 m (400 ft) above the surface (land or sea). c. Operated over or within 50 m of any Congested Area[18]. d. Operated in the flight restriction zone of a protected aerodrome, unless in receipt of appropriate permission from the Airspace Controlling Authority[22]. [18] Refer to RA 2305 – Supervision of Flying. [22] Details of UK aerodromes that fall into the 'protected' category can be found within the NATS eAIS Package. For Government aerodromes see the UK Mil AIP.	No
1603[02](04)038	[02]	Authorized	AMC	1603(4).38 - AMC - Safe Operation and Limitations	Organizations should ensure that operations outside UK airspace are conducted iaw the relevant national or international legal and regulatory requirements.	No
1603[02](04)039	[02]	Authorized	GM	1603(4).39 - GM - Safe Operation and Limitations	RPAS publications are likely to include: a. The RA 1600 Annex B Categorization Safety Checklist for the RPAS. b. Manufacturer's User or Operating Manual. c. Specific Orders or Instructions from the Responsible Officer or RPAS DH / RPAS AM. d. Local orders such as those published by a Head of Establishment or Head of Unit.	Guidance
1603[02](04)040	[02]	Authorized	GM	1603(4).40 - GM - Safe Operation and Limitations	The requirement to authorize operations in the Open A3 sub-category is not mandated; however, Responsible Officers, RPAS DH and RPAS AM may elect to implement an authorization process to formalize and account for any tasking conducted[23]. [23] Refer to RA 2306 – Authorization of Flights.	Guidance

1604[02]	[02]	Authorized	RA	1604 - RA (2) - Remotely Piloted Air Systems Specific S1 sub-category	There is a requirement to determine and apply an appropriate regulatory framework to Remotely Piloted Air Systems (RPAS) to ensure they are safe to operate and are being operated safely. This regulatory framework will be proportionate to the RPAS Category and its physical attributes[1]. This Regulatory Article (RA) defines the regulatory framework for those RPAS categorized in the Specific S1 sub-category. The regulatory framework is structured to specifically permit appropriate operating freedom to 'non-traditional' aviation units (who are the prevalent users of RPAS in the Specific S1 sub-category). [1] For definitions of RPAS categories, RPAS sub-categories, and RPAS physical attributes (eg Sub 250 g, Sub 4 kg etc), refer to RA 1600 – Remotely Piloted Air Systems.	No
1604[02](01)	[02]	Authorized	Regulation	1604(1) - Regulation - Regulatory Requirements	Organizations operating RPAS in the Specific S1 subcategory shall ensure that the requirements of RA 1600 and RA 1604 are complied with.	No
1604[02](01)001	[02]	Authorized	AMC	1604(1).1 - AMC - Regulatory Requirements	The operation of RPAS in the Specific S1 sub-category should be in the MOD Interest[2]. [2] Refer to RA 1160 – The Defence Air Environment Operating Framework.	No
1604[02](01)002	[02]	Authorized	AMC	1604(1).2 - AMC - Regulatory Requirements	Organizations should hold an extant MAA RPAS Letter of Endorsed Categorization (LEC) prior to a safety argument submission and operation of RPAS in the Specific S1 sub-category[3]. [3] Military Organizations (ie Military Operated3) that have previously operated under an Open Category Sub 250 RPAS LEC will require to establish an appropriate DH construct and undertake additional Remote Pilot training beyond that required for Open Category operations, as defined within this RA. Civilian Organizations (ie Civilian Operated3) that have previously operated under an Open Category RPAS LEC will require to undertake additional Remote Pilot training beyond that required for Open Category operations, as defined within this RA.	No
1604[02](01)003	[02]	Authorized	AMC	1604(1).3 - AMC - Regulatory Requirements	RPAS should: a. Be Sub 250 g, Sub 4 kg or Sub 25 kg. b. Have their Continuing Airworthiness and Maintenance conducted in accordance with (iaw) the Manufacturers Operating Manual. c. Operate under the Defence Air Environment (DAE) Operating Framework and assigned to a DAE Operating Category iaw RA 1160[2], [4]. d. Have Occurrences reported, investigated and recorded iaw RA 1410[5]. e. Be registered on the UK Military Aircraft Register iaw RA 1161[6]. [2] Refer to RA 1160 – The Defence Air Environment Operating Framework. [4] The DAE Operating Category is independent and separate to the RPAS Category. [5] Refer to RA 1410 – Occurrence Reporting and Management. [6] Refer to RA 1161 – Military Registration of Air Systems Operating within the Defence Air Environment.	No
1604[02](01)004	[02]	Authorized	AMC	1604(1).4 - AMC - Regulatory Requirements	Sub 250 g RPAS should carry a European Union (EU) conformity marking of C0[7], or be designed to similar standards ensuring that: a. The Maximum Take Off Weight (MTOW), including external stores, is less than 250 g. b. Have a maximum speed of 19 m/s. [7] Commission Delegated Regulation (EU) 2019/945.	No
1604[02](01)005	[02]	Authorized	AMC	1604(1).5 - AMC - Regulatory Requirements	Sub 4 kg RPAS should carry an EU conformity marking of C1 to C3[8], or be designed to similar standards[8] ensuring that: a. The MTOW, including external stores, is less than 4 kg. b. The RPAS adheres to noise limits, height limits and requirements for remote identification and geo-awareness systems and additional requirements if being used during tethered flight[9]. [8] RPAS with an extant LEC, operating in the Defence Air Environment prior to December 2020, are permitted to continue to operate in the Specific S1 sub-category, unless notified otherwise by the MAA. From July 2022 onwards, RPAS that are placed on the EU market should have a conformity marking or be designed to similar standards. [9] Defined as: "An RPAS that remains securely attached (tethered) via a physical link to a person, the ground or an object at all times while it is flying. The tether normally takes the form of a flexible wire or a cable and may also include the power supply to the Remotely Piloted Aircraft." (derived from Civil Air Publication (CAP) 722).	No
1604[02](01)006	[02]	Authorized	AMC	1604(1).6 - AMC - Regulatory Requirements	Sub 25 kg RPAS should carry an EU conformity marking of C3[8], or be designed to similar standards[9] ensuring that: a. The MTOW, including external stores, is less than 25 kg. b. The RPAS adheres to height limits and requirements for remote identification and geo-awareness systems and additional requirements if being used during tethered flight. [8] RPAS with an extant LEC, operating in the Defence Air Environment prior to December 2020, are permitted to continue to operate in the Specific S1 sub-category, unless notified otherwise by the MAA. From July 2022 onwards, RPAS that are placed on the EU market should have a conformity marking or be designed to similar standards. [9] Defined as: "An RPAS that remains securely attached (tethered) via a physical link to a person, the ground or an object at all times while it is flying. The tether normally takes the form of a flexible wire or a cable and may also include the power supply to the Remotely Piloted Aircraft." (derived from Civil Air Publication (CAP) 722).	No
1604[02](01)007	[02]	Authorized	GM	1604(1).7 - GM - Regulatory Requirements	This RA has been designed to permit RPAS operations beyond the limitations of RPAS categorized in the Open Category.	Guidance
1604[02](01)008	[02]	Authorized	GM	1604(1).8 - GM - Regulatory Requirements	Organizations that have operated an RPAS under an Open Category LEC may wish to extend the RPAS operating limits and thus invoke the privileges of the Specific S1 sub-category. An Organization may submit an appropriate safety argument for endorsement by an MAA RPAS Categorization Panel, and if approved, an uplifted LEC will be issued. Organizations will need to engage with the MAA to ascertain the criteria to achieve such an uplift (such as an appropriate claim / argument / evidence-based safety case).	Guidance

1604[02](01)009	[02]	Authorized	GM	1604(1).9 - GM - Regulatory Requirements	There is no requirement for Specific S1 sub-category RPAS to be Certified.	Guidance
1604[02](01)010	[02]	Authorized	GM	1604(1).10 - GM - Regulatory Requirements	There is no requirement to have a Certificate of Design or meet Design Safety Targets but the RPAS must adhere to EU conformity or be designed to similar product standards.	Guidance
1604[02](01)011	[02]	Authorized	GM	1604(1).11 - GM - Regulatory Requirements	There is no requirement to demonstrate and sustain Airworthiness via an Airworthiness / Air Safety Strategy.	Guidance
1604[02](01)012	[02]	Authorized	GM	1604(1).12 - GM - Regulatory Requirements	An Air System Safety Case (ASSC) provides an evidenced and coherent argument that a system is safe to operate and is being operated safely. The endorsed RA 1600 Annex B Safety Checklist and Safety Case will satisfy the requirement for an ASSC.	Guidance
1604[02](01)013	[02]	Authorized	GM	1604(1).13 - GM - Regulatory Requirements	RPAS Duty Holders (DH) / RPAS Accountable Managers (RPAS AM) may waive the requirement for an Occurrence Safety Investigation (OSI) down to a Local Occurrence Investigation (LOI) for an accident where the loss is consistent with the intended concept of operating use of the RPAS. Ultimately it is for the RPAS DH / RPAS AM to decide that there is nothing to be gained from a formal OSI. As a minimum the subsequent LOI still requires codification by the Incident Manager prior to being closed.	Guidance
1604[02](01)014	[02]	Authorized	GM	1604(1).14 - GM - Regulatory Requirements	This regulation does not cover Test and Evaluation (T&E) activity. Organizations wishing to operate in a manner or configuration not supported by RA 1600 and RA 1604 (ie T&E) will be subject to RA 2370[10] and other MRP requirements. Discussion with the MAA[11] will be required in order to confirm the applicable regulations. [10] Refer to RA 2370 – Test and Evaluation. [11] Contact via DSA-MAA-MRPEnquiries@mod.gov.uk.	Guidance
1604[02](01)015	[02]	Authorized	GM	1604(1).15 - GM - Regulatory Requirements	An Aging Air System Audit is not required for Specific S1 sub-category RPAS.	Guidance
1604[02](02)	[02]	Authorized	Regulation	1604(2) - Regulation - Responsibilities	RPAS in the Specific S1 sub-category shall be operated under the authority of a RPAS DH or RPAS AM and be supported by appropriate persons.	No
1604[02](02)016	[02]	Authorized	AMC	1604(2).16 - AMC - Responsibilities	Non-MOD organizations operating military registered RPAS in the Specific S1 sub-category should: a. Be appropriately approved iaw the Contractor Flying Approved Organization Scheme (Basic RPAS) (CFAOS(BR))[12]. b. Nominate an RPAS AM iaw RA 1031[13]. [12] Refer to RA 1031 – Contractor Flying Approved Organization Scheme (Basic RPAS). [13] To include T&E when in the organization's CFAOS(BR) Approval and the RPAS AM is not appropriately T&E qualified.	No
1604[02](02)017	[02]	Authorized	AMC	1604(2).17 - AMC - Responsibilities	MOD organizations should either: a. Nominate: (1) A Capability Owner (minimum OF5 / B1 or equivalent), and (2) An RPAS DH (minimum OF4 / B2 or equivalent). b. Or ensure that operations are carried out by an organization appropriately approved iaw the CFAOS(BR).	No
1604[02](02)018	[02]	Authorized	AMC	1604(2).18 - AMC - Responsibilities	RPAS DHs should: a. Be responsible and accountable for the operation of RPAS in the Specific S1 sub-category and answerable to a designated Capability Owner within the chain of command. b. Ensure that risks to RPs, operating personnel, other organization / MOD personnel, and the general public through the operation of RPAS are acceptable, and cease operations if not. c. Hold appropriate Terms of Reference. d. Ensure that RPAS operations are in line with the Categorization Safety Checklist, Manufacturer's User or Operating Manual, RA 1604(4), safety case and LEC. e. Attend an MAA RPAS DH / AM briefing day prior to commencement of RPAS operations if required to do so by the MAA. f. Nominate a Senior Operator (SO).	No
1604[02](02)019	[02]	Authorized	AMC	1604(2).19 - AMC - Responsibilities	RPAS AMs should: a. Be appointed iaw RA 1031[13]. b. Be responsible and accountable for the operation of RPAS in the Specific S1 sub-category within their Area of Responsibility (AoR). c. Ensure that risks to RPs, operating personnel, other organization / MOD personnel, and the general public through the operation of RPAS are acceptable, and cease operations if not. d. Hold appropriate Terms of Reference. e. Ensure that RPAS is operated in line with the Categorization Safety Checklist, Manufacturer's User or Operating Manual, RA 1604(4), safety case and LEC. f. Attend an MAA RPAS DH / AM briefing day prior to commencement of RPAS operations if required to do so by the MAA. g. Nominate[13] a Flight Operations Post Holder (FOPH) in order to provide the RPAS AM with appropriate specialist support[13]. [13] To include T&E when in the organization's CFAOS(BR) Approval and the RPAS AM is not appropriately T&E qualified.	No

1604[02](02)020	[02]	Authorized	AMC	1604(2).20 - AMC - Responsibilities	SOs and FOPHs should: a. Support and be answerable to the respective RPAS DH / RPAS AM. b. Have completed an approved RPAS training package provided by a Civil Aviation Authority (CAA) approved Recognized Assessment Entity (RAE)[14] that includes a flying assessment, or an equivalent Defence Systems Approach to Training (DSAT) compliant MAA approved RPAS course. c. Have completed the Defence Train The Trainer (DTTT) course. d. Ensure that all RPs within their AoR have successfully completed an approved RPAS training package provided by a RAE that includes a flying assessment, or an equivalent DSAT compliant MAA approved RPAS course. e. Ensure that RPs are medically fit to operate the Categorized RPAS[15]. f. Have completed and be current for the MAA Flight Safety Officers Course (FSOC). [14] The list of CAA approved RAEs is found in the Unmanned Aircraft section of the CAA website. [15] iaw the endorsed RA 1600 Annex B Categorization Safety Checklist.	No
1604[02](02)021	[02]	Authorized	GM	1604(2).21 - GM - Responsibilities	RPAS in the Specific S1 sub-category are not required to be supported by a: a. Senior Duty Holder; b. Operating Duty Holder; c. Delivery Duty Holder; d. Accountable Manager (Military Flying); e. Type Airworthiness Authority (TAA)[16]; f. Continuing Airworthiness Management Organization; g. Chief Air Engineer; h. Aircraft Operating Authority. [16] The organization submitting the case of categorization for RPAS categorized as Specific S1 will ensure that the manufacturer has been appropriately endorsed by the Defence Equipment and Support (DE&S) Unmanned Air System Team (UAST) TAA.	Guidance
1604[02](02)022	[02]	Authorized	GM	1604(2).22 - GM - Responsibilities	RPAS DH / RPAS AM. It is anticipated that, in many instances, RPAS will be operated by organizations with limited aviation experience. In such cases, the Unit Commander or civilian Middle Manager (either of whom may have limited or no previous aviation experience) may be appointed as the RPAS DH or RPAS AM respectively. Therefore, the MAA will provide appropriate RPAS DH / AM briefings to those DH / AMs assessed as requiring further training in order that they may be considered competent to manage the operating Risk to Life associated with the operation of the RPAS.	Guidance
1604[02](02)023	[02]	Authorized	GM	1604(2).23 - GM - Responsibilities	SO / FOPH. Training provided by a CAA approved RAE that includes a flying assessment or an equivalent DSAT compliant MAA approved RPAS course has been assessed as appropriate by the MAA to provide suitable training and assessment for SO / FOPHs.	Guidance
1604[02](03)	[02]	Authorized	Regulation	1604(3) - Regulation - Remote Pilot Competence	RPs operating RPAS in the Specific S1 sub-category shall be qualified and competent.	No
1604[02](03)024	[02]	Authorized	AMC	1604(3).24 - AMC - Remote Pilot Competence	RPs should: a. Complete an approved RPAS training package provided by a CAA approved RAE that includes a flying assessment, or an equivalent DSAT compliant MAA approved RPAS course. b. Maintain a level of competence appropriate to the tasks being conducted. c. Maintain an auditable record of RPAS training and flying activity. d. Be familiar with all publications, processes and orders required to safely operate the RPAS. e. Be fully conversant with the Categorization Safety Checklist. f. Maintain a log of the inspections and Maintenance carried out on their RPAS.	No
1604[02](03)025	[02]	Authorized	GM	1604(3).25 - GM - Remote Pilot Competence	Before a LEC is issued, the MAA will need to be satisfied that RPs will be appropriately trained and competent. RPs are required to understand and be fully conversant with all appropriate publications and RA 1604(4), to ensure that their RPAS are safe to operate and are being operated safely.	Guidance
1604[02](03)026	[02]	Authorized	GM	1604(3).26 - GM - Remote Pilot Competence	RPAS training will not be conducted while undertaking formal tasking.	Guidance
1604[02](03)027	[02]	Authorized	GM	1604(3).27 - GM - Remote Pilot Competence	Not all potential RPs will have experience flying RPAS; to gain sufficient experience, it is expected that the SOs will conduct Conversion To Type (CTT) training packages for newly qualified RPs.	Guidance
1604[02](04)	[02]	Authorized	Regulation	1604(4) - Regulation - Safe Operation and Limitations	RPAS operating in the Specific S1 sub-category shall be operated in a manner that minimizes risks and hazards to other airspace users or persons and property near the RPAS being flown.	No
1604[02](04)028	[02]	Authorized	AMC	1604(4).28 - AMC - Safe Operation and Limitations	RPAS DH and RPAS AMs should ensure: a. A level of safety is provided in respect of collision avoidance, equivalent to that provided by the pilot of a manned Aircraft, and that this is achieved using the 'Layered Safety Approach'[17] (for operations either inside or outside UK airspace). b. Operations inside the UK Flight Information Region[18] are flown in Segregated Airspace[18]. c. Operations outside UK airspace: (1) Are conducted iaw the relevant national or international legal requirements (as well as observing the principles of the 'Layered Safety Approach'[17]). (2) Satisfy Diplomatic Clearance[19] requirements. d. Where periods of automated flight are planned, RPs are either: (1) Able to intervene immediately at any stage of the flight or; (2) Where immediate intervention is not possible, the RPs adhere to the additional mitigation measures (eg loss-of-link procedures) specified in the Categorization submission Safety Checklist and in orders. [17] For definition refer to RA 2320 – Role Specific Remotely Piloted Air Systems. [18] And Upper Information Region if applicable. [19] Refer to RA 2305 – Supervision of Flying.	No

1604[02](04)029	[02]	Authorized	AMC	1604(4).29 - AMC - Safe Operation and Limitations	RPAS DH and RPAS AMs should detail in orders: (1) The operating limitations and regulatory requirements applicable to operations in their AoR. (2) The procedures to be followed for either piloted control or automated flight. (3) The applicable emergency procedures, including any requirements for pre-planned emergency recovery sites. (4) The protocols required to manage control data-links.	No
1604[02](04)030	[02]	Authorized	AMC	1604(4).30 - AMC - Safe Operation and Limitations	RPs should be responsible for the safe operation of the RPAS and not present undue risk or hazard to other airspace users or any person, vessel, vehicle or structure.	No
1604[02](04)031	[02]	Authorized	AMC	1604(4).31 - AMC - Safe Operation and Limitations	RPs should adhere to: a. Orders promulgated by the RPAS DH / RPAS AM. b. The RPAS Manufacturer's User or Operating Manual. c. The operating parameters and procedures detailed in the Categorization Safety Checklist. d. Any additional conditions stipulated in the LEC.	No
1604[02](04)032	[02]	Authorized	AMC	1604(4).32 - AMC - Safe Operation and Limitations	RPs should conduct flight planning and risk assessments iaw the most restrictive of the RA 1600 Annex B Categorization Safety Checklist, the LEC and orders and adhere to the following operating limitations: a. The 'Layered Safety Approach'. b. Operations are conducted in Segregated Airspace[17]. c. Operated Beyond Visual Line of Sight (BVLOS)[20], up to a maximum range of 2000 m, from the RP. [17] For definition refer to RA 2320 – Role Specific Remotely Piloted Air Systems. [20] Refer to MAA02: Military Aviation Authority Master Glossary.	No
1604[02](04)033	[02]	Authorized	AMC	1604(4).33 - AMC - Safe Operation and Limitations	Sub 250 g RPAS should not be: a. Operated in controlled Airspace without the permission of, and 2-way communication with, the Airspace Controlling Authority. b. Operated in the flight restriction zone of a protected aerodrome, unless in receipt of appropriate permission from the Airspace Controlling Authority[22]. c. Operated over or within 50 m of any Congested Area[21]. [21] Details of UK aerodromes that fall into the 'protected' category can be found within the NATS eAIS Package. For Government aerodromes see the UK Mil AIP. [22] Refer to RA 2306 – Authorization of Flights.	No
1604[02](04)034	[02]	Authorized	AMC	1604(4).34 - AMC - Safe Operation and Limitations	Sub 4 kg and Sub 25 kg RPAS should not be: a. Operated within 50 m of any person, vessel, vehicle or structure not under the control of the RP except that during take-off or landing this distance may be reduced to 30 m. b. Operated over or within 50 m of any Congested Area[21]. c. Operated in Controlled Airspace without the permission of, and 2-way communication with, the Airspace Controlling Authority. d. Operated in the flight restriction zone of a protected aerodrome, unless in receipt of appropriate permission from the Airspace Controlling Authority[21]. [21] Details of UK aerodromes that fall into the 'protected' category can be found within the NATS eAIS Package. For Government aerodromes see the UK Mil AIP.	No
1604[02](04)035	[02]	Authorized	AMC	1604(4).35 - AMC - Safe Operation and Limitations	Organizations should ensure that operations outside UK airspace are conducted iaw the relevant national or international legal and regulatory requirements.	No
1604[02](04)036	[02]	Authorized	GM	1604(4).36 - GM - Safe Operation and Limitations	RPAS publications are likely to include: a. The RA 1600 Annex B Categorization Safety Checklist for the RPAS. b. Manufacturer's User or Operating Manual. c. Specific orders or Instructions from the RPAS DH / RPAS AM. d. Local orders such as those published by a Head of Establishment or Head of Unit.	Guidance
1604[02](04)037	[02]	Authorized	GM	1604(4).37 - GM - Safe Operation and Limitations	The requirement to authorize operations is not mandated; however, RPAS DH / RPAS AMs may elect to implement an authorization process to formalize and account for any tasking conducted[22]. [22] Refer to RA 2306 – Authorization of Flights.	Guidance
1604[02](04)038	[02]	Authorized	GM	1604(4).38 - GM - Operations Inside UK Airspace	Segregated Airspace. Where Segregated Airspace is used as a mitigation for mid-air collision, RPAS DH / RPAS AMs will detail the procedures to be followed to ensure that the RPAS remains within the Segregated Airspace (this might include restrictions on approaching the boundaries of allocated airspace or use of independent flight termination systems).	Guidance
1604[02](04)039	[02]	Authorized	GM	1604(4).39 - GM - Operations Inside UK Airspace	Controlled Airspace. Operation in Controlled Airspace (International Civil Aviation Organization (ICAO) Airspace Classes A to D) that has also been designated as Segregated Airspace, requires RPs to operate under Instrument Flight Rules, as Operational Air Traffic.	Guidance
1604[02](04)040	[02]	Authorized	GM	1604(4).40 - GM - Operations Inside UK Airspace	Inside UK Danger Areas[23]. Operation within a designated UK Danger Area is subject to the approval of the Danger Area command authority, and will be iaw the specific Danger Area, range or operating area instructions. [23] Refer to MAA02 – MAA Master Glossary; and DSA 03.OME Part 3 (Formerly JSP 403 Volume 2) - Defence Code of Practice (DCOP) for Ranges.	Guidance

1604[02](04)041	[02]	Authorized	GM	1604(4).41 - GM - Operations Inside UK Airspace	In international waters, flight conducted outwith ICAO procedures under Crown Prerogative may be open to operational commanders[24]. Such operations will be conducted under 'Due Regard' and are subject to the following conditions: a. Operation will be in Visual Meteorological Conditions, with the RPAS appropriately conspicuous to other Air Systems. b. Operation will be outside Controlled Airspace, unless the Controlled Airspace has been created or assigned for the purposes of the RPAS operation. c. Operation will be: (1) Under radar surveillance and under positive control of a surface or airborne radar facility (eg Air Traffic Control (ATC), or Ship ATC, etc) or; (2) A suitable method is available to warn RPAS RPs of the presence of potentially conflicting Air Systems. d. The RPAS is equipped with suitable sensors, and RPs are appropriately qualified to provide separation between the RPAS and other Air Systems. [24] ie RPAS AM cannot operate outwith ICAO procedures.	Guidance
1604[02](05)	[02]	Authorized	Regulation	1604(5) - Regulation - Special Purpose Clearances	Purpose Clearances 1604(5) An RPAS Special Purpose Clearance (SPC) shall be invoked when the RtL associated with its usage is greater than the risk identified within the Specific S1 LEC[25]. [25] Refer to RA 1600 – Remotely Piloted Air Systems.	No
1604[02](05)042	[02]	Authorized	AMC	1604(5).42 - AMC - Special Purpose Clearances	An SPC should be identified when an RPAS operating in the Specific S1 subcategory requires to be operated outside the bounds of its LEC, for a specific named Operation.	No
1604[02](05)043	[02]	Authorized	AMC	1604(5).43 - AMC - Special Purpose Clearances	An RPAS SPC should be authorized by the MAA and issued to the RPAS DH. An SPC should be for a defined activity and time bounded. The RPAS SPC review periodicities should not exceed 6 months.	No
1604[02](05)044	[02]	Authorized	AMC	1604(5).44 - AMC - Special Purpose Clearances	When applying for a SPC the RPAS DH should supplement the original Categorization Submission for the RPAS with relevant details including a record of their judgement that the benefits of operating the RPAS with an RPAS SPC outweigh any increased RtL and submit it to the MAA iaw the RA 1600 Categorization submission process[25]. [25] Refer to RA 1600 – Remotely Piloted Air Systems.	No
1604[02](05)045	[02]	Authorized	GM	1604(5).45 - GM - Special Purpose Clearances	RPAS SPCs are situation dependant and bound by time (length of approval period) and airspace in which the operation will be conducted. They are not to be viewed as an alternative to long-term compliance.	Guidance
1604[02](05)046	[02]	Authorized	GM	1604(5).46 - GM - Special Purpose Clearances	An RPAS SPC is comparable to a Specific S2 sub-category and Certified Category Operational Emergency Clearance (OEC) and will only be used for flight under the following circumstances: a. In conditions of actual or potential hostile enemy action, or; b. In other conditions of operational imperative, to include training for actual or planned operations, when enabled by the RPAS DH.	Guidance
1604[02](05)047	[02]	Authorized	GM	1604(5).47 - GM - Special Purpose Clearances	The RPAS DH will ensure that a clear explanation of the risks involved, and related operating instructions to support an RPAS SPC are incorporated into the Categorization Submission.	Guidance
1604[02](05)048	[02]	Authorized	GM	1604(5).48 - GM - Special Purpose Clearances	The RPAS DH will ensure that the authority required for an RPAS SPC to be enabled, guidance on the risk involved, and related operating instructions are specified in appropriate orders.	Guidance
1605[02]	[02]	Authorized	RA	1605 - RA (2) - Remotely Piloted Air Systems Specific S2 sub-category	There is a requirement to determine and apply an appropriate regulatory framework to Remotely Piloted Air Systems (RPAS) to ensure they are safe to operate and are being operated safely. This regulatory framework will be proportionate to the RPAS Category and its physical attributes[1]. This Regulatory Article (RA) defines the regulatory framework for those RPAS operating in the Specific S2 sub-category. [1] For definitions of RPAS categories, RPAS sub-categories, and RPAS physical attributes (eg Sub 250 g, Sub 4 kg etc), refer to RA 1600 – Remotely Piloted Air Systems.	No
1605[02](01)	[02]	Authorized	Regulation	1605(1) - Regulation - Regulatory Requirements	The MAA Regulatory Publications (MRP), with specified derogations, shall apply to RPAS in the Specific S2 subcategory.	No
1605[02](01)001	[02]	Authorized	AMC	1605(1).1 - AMC - Regulatory Requirements	Organizations[2] responsible for RPAS in the Specific S2 sub-category should comply with all applicable RAs. [2] ie those organizations responsible for design, Maintenance, Airworthiness, operation.	No
1605[02](01)002	[02]	Authorized	AMC	1605(1).2 - AMC - Regulatory Requirements	Aviation Duty Holders (ADH) / Accountable Managers (Military Flying) (AM(MF)) should: a. Ensure an appropriate MAA RPAS Letter of Endorsed Categorization (LEC) is in place prior to operation of RPAS in the Specific S2 sub-category. b. Ensure that RPAS are operated in compliance with the LEC.	No
1605[02](01)003	[02]	Authorized	AMC	1605(1).3 - AMC - Regulatory Requirements	ADHs / AM(MF)s should be accountable for the operation of RPAS in the Specific S2 sub-category within their Area of Responsibility (AoR).	No
1605[02](01)004	[02]	Authorized	AMC	1605(1).4 - AMC - Regulatory Requirements	Only the derogations specified in this RA should be applied[3]. [3] Unless an appropriate Alternative Acceptable Means of Compliance, Waiver or Exemption has been formally applied for and authorized by the MAA.	No

1605[02](01)005	[02]	Authorized	AMC	1605(1).5 - AMC - Regulatory Requirements	RPAS should be registered on the UK Military Aircraft Register[4]. [4] Refer to RA 1161 – Military Registration of Air Systems Operating within the Defence Air Environment.	No
1605[02](01)006	[02]	Authorized	GM	1605(1).6 - GM - Regulatory Requirements	Specified Derogations from the MRP. The following MRP derogations may be applied: a. Continuing Airworthiness (CAw) Management. The Chief Air Engineer (CAE)[5], to the Delivery Duty Holder (DDH), or the Accountable Manager in a Maintenance Approved Organization Scheme (MAOS) approved organization, may manage CAw (in lieu of a Continuing Airworthiness Management Organization) and ensure that Specific S2 RPAS are maintained in accordance with (iaw) RA 4800 to RA 4849: MRP Pt 145. As a minimum they are to: (1) Be a professionally registered engineer as either an Incorporated Engineer where supervised by a professionally registered Chartered Engineer (CEng), or a CEng when operating without supervision. (2) Have previously held military Engineering Authorizations at minimum level G. b. The CAE to the Operating Duty Holder (ODH), or the Accountable Manager in a MAOS approved organization, may authorize deviations from the procedures detailed in the RA 4000 series, for the items listed below: (1) Ground Handling. (2) Engineering Authorizations. (3) Maintenance by non-engineering tradesmen. (4) Tool Control. (5) Independent Inspections. (6) Air System Maintenance Documentation. Such deviations will be recorded, outlining the basis for judgement, in the Station / Ship / Unit Aviation Engineering Standing Orders (AESOs) or Front Line Command Mid-Level Orders; or for MAOS in the Maintenance Organization Exposition, or Operations Manual. c. Type Airworthiness (TAw) Management. The Type Airworthiness Authority (TAA)[6] will ensure that the Design and Modification of RPAS operating in the Specific S2 sub-category is carried out iaw the 5000 Series RAs, with the following derogations: (1) Permissible RPAS TAA[7] rank / grade: (a) RPAS below 150 kg, the TAA may be OF4 / C1 (or equivalent).	Guidance
1605[02](01)007	[02]	Authorized	GM	1605(1).7 - GM - Regulatory Requirements	For the avoidance of doubt: a. Accountability for operating RtL is owned by: (1) Either a Duty Holder (DH) chain (ie Senior DH, ODH and DDH) or; (2) An AM(MF).	Guidance
1605[02](02)	[02]	Authorized	Regulation	1605(2) - Regulation - Equipment Safety	The relevant TAA shall ensure that RPAS operated in the Specific S2 sub-category have: a. An evaluation process carried out in line with the intent of RA 5810[27]. b. An TASA carried out and documented iaw RA 1220(3)[28]. [27] Refer to RA 5810 – Military Type Certificate (MRP 21 Subpart B). [28] Refer to RA 1220(3): Equipment Safety Assessment.	No
1605[02](02)008	[02]	Authorized	AMC	1605(2).8 - AMC - Equipment Safety	The TAA should: a. Use an TASA iaw RA 1220(3)[28] to inform the Equipment Defence Line of Development (DLoD) input to the ASSC. b. Provide assurance of the Equipment DLoD of the RTSR / MPTF recommendations iaw RA 5810[27] and RA 1360[19] / RA 1305[20] / RA 5880[21]. [19] Refer to RA 1360 – Release To Service Recommendations Preparation and Authorization. [20] Refer to RA 1305 – Military Permit to Fly (In-Service), (Special Case Flying) and (Single Task). [21] Refer to RA 5880 – Military Permit To Fly (MRP 21 Subpart P). [27] Refer to RA 5810 – Military Type Certificate (MRP 21 Subpart B). [28] Refer to RA 1220(3): Equipment Safety Assessment.	No
1605[02](02)009	[02]	Authorized	AMC	1605(2).9 - AMC - Equipment Safety	The MAA should detail an agreed Safety Target[8] in the LEC. [8] Refer to RA 1230 – Design Safety Targets.	No
1605[02](02)010	[02]	Authorized	AMC	1605(2).10 - AMC - Equipment Safety	An appropriate ADS should be produced and maintained for each RPAS type iaw RA 1310[29]. [29] Refer to RA 1310 – Air System Document Set.	No

1605[02](02)011	[02]	Authorized	GM	1605(2).11 - GM - Equipment Safety	TAA assurance of the Equipment DLoD of the initial RTSR / MPTF recommendations, iaw RA 1013[30] and RA 5810 prior to RTS / MPTF, is an alternative to formal certification. This assurance may include the use of the appropriate STANAG[31], [32] as a checklist in order to identify where any residual risk lies with regard to the RPAS design. [30] Refer to RA 1013 – Air Systems Operating Centre Director - Provision of Airworthy and Safe Systems. [31] STANAG 4671 – Large fixed-wing RPAS (MTOW 150 - 20,000 kg), STANAG 4702 – Large rotary-wing RPAS ((MTOW 150 – 3175 kg), STANAG 4703 – Light fixed-wing RPAS (MTOW less than 150 kg), or STANAG 4746 – Light Vertical Take Off and Landing RPAS (to be promulgated). [32] https://nso.nato.int/nso/SOSite/default.html.	Guidance
1605[02](02)012	[02]	Authorized	GM	1605(2).12 - GM - Equipment Safety	TAAs may seek advice from MAA Certification Division on the use of TASAs and STANAGs.	Guidance
1605[02](02)013	[02]	Authorized	GM	1605(2).13 - GM - Equipment Safety	The list of individual ADS documents required may be modified iaw RA 1310. In some cases, the ADS documents may be combined.	Guidance
1605[02](03)	[02]	Authorized	Regulation	1605(3) - Regulation - Airworthiness / Air Safety Strategy	The Airworthiness of RPAS operated in the Specific S2 sub-category shall be demonstrated and sustained.	No
1605[02](03)014	[02]	Authorized	AMC	1605(3).14 - AMC - Airworthiness / Air Safety Strategy	For MOD owned / operated RPAS, the TAA should produce an Airworthiness / Air Safety Strategy[28] which details the strategy for demonstrating and sustaining Airworthiness. [28] Refer to RA 1220(3): Equipment Safety Assessment.	No
1605[02](03)015	[02]	Authorized	AMC	1605(3).15 - AMC - Airworthiness / Air Safety Strategy	For military registered Civilian-Owned RPAS: a. Organizations responsible for their operation should: (1) Produce an Airworthiness / Air Safety Strategy[28] which details the strategy for demonstrating and sustaining Airworthiness. (2) Submit the Airworthiness / Air Safety Strategy to the TAA and ensure it is accepted by the TAA prior to RPAS operation. b. The TAA should review, and either accept or reject, the organization's Airworthiness / Air Safety Strategy. [28] Refer to RA 1220(3): Equipment Safety Assessment.	No
1605[02](03)016	[02]	Authorized	AMC	1605(3).16 - AMC - Airworthiness / Air Safety Strategy	Where the derogation to contract with either an approved Design or Maintenance Organization is applied, the arrangements made to ensure the competence of any contracted organizations should be detailed in the Airworthiness / Air Safety Strategy.	No
1605[02](03)017	[02]	Authorized	GM	1605(3).17 - GM - Airworthiness / Air Safety Strategy	The Airworthiness / Air Safety Strategy sets down the intended approach that will be followed to demonstrate the sustainment of TAw through life and is formulated on the four Airworthiness pillars (Safety Management System, Recognized Standards, Competence, and Independence). The depth of evidence required to satisfy each of these pillars is proportionate to RtL with the operation of the RPAS. Therefore, the content and level of detail of the Airworthiness / Air Safety Strategy will be proportionate to the characteristics and complexity of the RPAS.	Guidance
1606[02]	[02]	Authorized	RA	1606 - RA (2) - Remotely Piloted Air Systems – Certified Category	There is a requirement to determine and apply an appropriate regulatory framework to Remotely Piloted Air Systems (RPAS) to ensure they are safe to operate and are being operated safely. This regulatory framework will be proportionate to the RPAS Category and its physical attributes[1]. This Regulatory Article (RA) defines the regulatory framework for those RPAS operating in the Certified Category. [1] For definitions of RPAS categories, RPAS sub-categories, and RPAS physical attributes (eg Sub 250 g, Sub 4 kg etc), refer to RA 1600 – Remotely Piloted Air Systems.	No
1606[02](01)	[02]	Authorized	Regulation	1606(1) - Regulation - Regulatory Requirements	The MAA Regulatory Publications (MRP) shall apply to RPAS in the Certified Category.	No
1606[02](01)001	[02]	Authorized	AMC	1606(1).1 - AMC - Regulatory Requirements	Organizations[2] responsible for RPAS in the Certified Category should comply with all applicable RAs as would be done for manned aviation. [2] ie those organizations responsible for design, Maintenance, Airworthiness, operation.	No
1606[02](01)002	[02]	Authorized	AMC	1606(1).2 - AMC - Regulatory Requirements	Aviation Duty Holders / Accountable Managers (Military Flying) should: a. Ensure an appropriate MAA RPAS Letter of Endorsed Categorization (LEC) is in place prior to operation of RPAS in the Certified Category. b. Ensure that RPAS are operated in compliance with the LEC.	No
1606[02](01)003	[02]	Authorized	AMC	1606(1).3 - AMC - Regulatory Requirements	RPAS in the Certified Category should be certified in accordance with RA 5810[3]. [3] Refer to RA 5810 – Military Type Certificate (MRP Part 21 Subpart B).	No
1606[02](01)004	[02]	Authorized	AMC	1606(1).4 - AMC - Regulatory Requirements	RPAS operating in the Certified Category should be registered on the UK Military Aircraft Register[4]. [4] Refer to RA 1161 – Military Registration of Air Systems Operating within the Defence Air Environment.	No
1606[02](01)005	[02]	Authorized	GM	1606(1).5 - GM - Regulatory Requirements	The operation of RPAS in the Certified Category presents Risk to Life similar to that of manned aviation. Therefore, excepting the Categorization and LEC requirements of RA 1600[5], RPAS in the Certified Category are subject to the same regulatory regime as manned aviation. [5] Refer to RA 1600 – Remotely Piloted Air Systems.	Guidance
1606[02](01)006	[02]	Authorized	GM	1606(1).6 - GM - Regulatory Requirements	Ageing Air System Audit. RPAS with an anticipated service life of less than 6 years are exempt from the requirements of an Ageing Air System Audit.	Guidance

1910[05]	[05]	Authorized	RA Rationale	Quality Assurance of aviation fuel from non-UK MOD Sources	There may be a requirement to uplift aviation fuel from non-UK MOD Aerodromes►[1]◄. There is ►a◄ Risk that the fuel available may not match the grade, specification and ►◄ quality required by the consumer Air System. This can be mitigated by application of processes and / or local orders to ensure appropriate actions are taken when uplifting non-UK MOD aviation fuels. [1] ►This includes UK and non-UK Aerodromes that are not owned by the UK MOD.◄	Yes
1910[05](01)	[05]	Authorized	Regulation	Quality Assurance of aviation fuel from non-UK MOD Sources	1910(1) Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) shall ensure that non-UK MOD sourced fuel is uplifted from an appropriate source and to the appropriate ►grade, specification and◄ quality.	Yes
1910[05](01)001	[05]	Authorized	AMC	Quality Assurance of aviation fuel from non-UK MOD Sources	1. When UK MOD ►sourced◄ fuel[2] is not available, the ADH / AM(MF) should ensure that fuel of an acceptable grade is uplifted from a: a. North Atlantic Treaty Organization (NATO) supply chain, b. UK or Overseas Territories Licensed Aerodrome supply chain, c. ►UK Civil Aviation Authority (CAA) Certified Aerodrome supply chain,◄ d. European Aviation Safety Agency (EASA) Certified Aerodrome supply chain, e. Federal Aviation Administration (FAA) Certified Aerodrome supply chain, or f. Certified Commercial Airport supply chain. [2] “UK MOD ►sourced◄ fuel” is deemed to be either: supplied by a UK MOD supplier / source; or fuel that complies with JSP 317 aviation fuel quality control and Assurance procedures and where fixed Bulk Fuel Installations are audited by the MOD’s Fuel and Gas Safety Regulator.	No
1910[05](01)002	[05]	Authorized	AMC	Quality Assurance of aviation fuel from non-UK MOD Sources	2. When fuel is not available from a UK MOD source or those supply chains listed in paragraph 1, the ADH / AM(MF) should ensure that: a. For planned occurrences, the fuel quality is checked at a suitable point prior to uplift (eg via use of an Advanced Party). b. For unplanned and operational requirements: (1) The minimum quantity required is uplifted. (2) On arrival at a UK MOD supported site, the remaining Aircraft fuel is sampled and tested (eg by 1710 Naval Air Squadron (1710NAS)) and Type Airworthiness Authority (TAA)►[3]◄ advice sought as required. [3] ►Where the Air System is Civilian-Owned, ownership of regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor’s approved model for Type Airworthiness (TAw) management; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Developme	No
1910[05](01)003	[05]	Authorized	AMC	Quality Assurance of aviation fuel from non-UK MOD Sources	3. Uplifted fuel found to be not suitable, in accordance with (iaw) the Release To Service (RTS)[4] or ►appropriate◄ Military Permit to Fly (MPTF)[5], or deemed to be contaminated should be removed from the Aircraft (prior to next flight)[6], except where deemed operationally essential►[7]◄, and the Continuing Airworthiness Management Organization informed. [4] Refer to RA 1300 – Release To Service. [5] Refer to ►RA 1305 – Military Permit to Fly (In-Service), (Special Case Flying) and (Single Task) or◄ RA 5880 – Military Permit to Fly ►(Development)◄ (MRP 21 Subpart P). [6] iaw the Air System’s Technical Instructions. [7] ►Refer to RA 1020 – Aviation Duty Holder and Aviation Duty Holder-Facing Organizations – Roles and Responsibilities.◄	No
1910[05](01)004	[05]	Authorized	GM	Quality Assurance of aviation fuel from non-UK MOD Sources	4. All Licensed Aerodromes[8] within the UK must, iaw the Air Navigation Order[9]►◄, ensure their fuel is fit for use in Aircraft. [8] A list of UK CAA Licensed Aerodromes is available here: https://www.caa.co.uk/Commercial-industry/Airports/Aerodromelicences/Licences/Aerodrome-licences-and-boundary-maps. [9] Refer to ►◄ The Air Navigation Order 2016 ►Part 8, Chapter 1, Article 220.◄	Guidance
1910[05](01)005	[05]	Authorized	GM	Quality Assurance of aviation fuel from non-UK MOD Sources	5. All Licensed Aerodromes within UK Overseas Territories must, iaw the Air Navigation (Overseas Territories) Order[10], ensure their fuel is fit for use in Aircraft. [10] Refer to Statutory Instrument 2013 No. 2870 – The Air Navigation (Overseas Territories) Order 2013.	Guidance
1910[05](01)006	[05]	Authorized	GM	Quality Assurance of aviation fuel from non-UK MOD Sources	6. UK Unlicensed Aerodromes are guided to comply with the Air Navigation Order[11]. [11] Refer to CAP 793 – Safe Operating Practices.	Guidance
1910[05](01)007	[05]	Authorized	GM	Quality Assurance of aviation fuel from non-UK MOD Sources	7. EASA Certified Aerodromes[12], [13] ►will◄ ensure their fuel is fit for purpose, uncontaminated and of the correct specification. Furthermore, EASA Air Operation Regulations require that Certified Aerodromes detail their procedures and management systems within an Operations Manual[14]. [12] A list of EASA Certified Aerodromes is available here: ►https://www.easa.europa.eu/domains/aerodromes.◄ [13] Refer to EU Regulation (EU) No 2018/1139. [14] Refer to EU Commission Regulation (EU) No 965/2012.	Guidance
1910[05](01)008	[05]	Authorized	GM	Quality Assurance of aviation fuel from non-UK MOD Sources	8. ►UK CAA Certified Aerodromes[15] will ensure their fuel is fit for purpose, uncontaminated and of the correct specification.◄ [15] ►A list of UK CAA Certified Aerodromes is available here: https://www.caa.co.uk/Commercial-industry/Airports/Aerodromelicences/Certificates/UK-certificated-aerodromes.◄	Guidance

1910[05](01)009	[05]	Authorized	GM	Quality Assurance of aviation fuel from non-UK MOD Sources	9. FAA Certified Aerodromes[16] ►will◄ ensure their fuel is fit for purpose, uncontaminated and of the correct specification. [16] Refer to FAA Regulation 121.373 – Continuing analysis and surveillance.	Guidance
1910[05](01)010	[05]	Authorized	GM	Quality Assurance of aviation fuel from non-UK MOD Sources	10. Certified Commercial Airports across the majority of the world, self-regulate the quality of fuel at uplift with no International Civil Aviation Organization / CAA mandatory requirements. Whilst absolute confirmation cannot be given as a result the participation of the Energy Institute / Joint Inspection Group standard 1530►[17]◄, [18]►◄ testing regimes and the International Air Transport Association Fuel Quality Pool mean that reasonable confidence can be taken in the quality of fuel at any Certified Commercial Airport. [17] ►Refer to EI / JIG 1530 – Quality assurance requirements for the manufacture, storage and distribution of aviation fuels to airports.◄ [18] http://www.energyinst.org/technical/safety/aviation/1530.	Guidance
1910[05](01)011	[05]	Authorized	GM	Quality Assurance of aviation fuel from non-UK MOD Sources	11. Aviation fuel Quality Assurance (QA) is based on certification at the point of manufacture and subsequent procedures to verify that the quality remains within specification limits through to delivery to the Air System tanks. Documentation is an essential part of this process; and when fuel is not available from a UK MOD source or those supply chains listed in paragraph 1, ADHs and AM(MF)s are strongly encouraged to obtain copies of test certificates as evidence of fuel quality. Key documents likely to be available from a supplier are: a. Refinery Certificate of Quality (RCQ). Produced at the point of manufacture; it is the definitive original document describing the quality of a batch of aviation fuel. b. Certificate of Analysis. Issued by a laboratory downstream from the point of manufacture; it contains determinations of the properties required in the relevant specification. c. Recertification Test Certificate. Produced where there is a risk of cross contamination, ie multiproduct pipelines or ocean-going tankers. The results are compared to the original RCQ to ensure the quality of the product has not been compromised during transfer. d. Release Certificate. An operational document linked to one or more laboratory test certificates; it authorizes any transfer of aviation fuel (including to airports), confirming compliance with a relevant specification.	Guidance
1910[05](01)012	[05]	Authorized	GM	Quality Assurance of aviation fuel from non-UK MOD Sources	12. When fuel is not available from a UK MOD source or those supply chains listed in paragraph 1, additional field tests are undertaken and results recorded as part of the overall QA process; these include Periodic Tests, Appearance Checks, Membrane Filtration Tests, Control Checks, Conductivity and Microbiological Tests. Copies of such reports may also be available on request from the supplier.	Guidance
1910[05](01)013	[05]	Authorized	GM	Quality Assurance of aviation fuel from non-UK MOD Sources	13. Advice and guidance on fuel testing, retrospective fuel analysis and technical assurance can be obtained from the Defence Strategic Fuels Authority[19] (Bulk Fuels, JSP 317) or 1710NAS[20] (Aircraft samples). [19] Email ►UKStratCom-DefSp-DSFATechMulti@mod.gov.uk.◄ [20] Email NAVY1710NAS-MIGCIS@mod.gov.uk.	Guidance
1910[05](01)014	[05]	Authorized	GM	Quality Assurance of aviation fuel from non-UK MOD Sources	14. The Air System's RTS or MPTF will include details of the normal and alternative fuel grades and specifications that are compatible.	Guidance
1910[05](01)015	[05]	Authorized	GM	Quality Assurance of aviation fuel from non-UK MOD Sources	15. ►◄	Guidance
1920[05]	[05]	Authorized	RA Rationale	Aviation Arrangements in ►His Majesty's / MOD◄ Ships – Equipment Standards	When new ►His Majesty's (HM) / MOD◄ ships►[1]◄ are procured, or existing ships are modified, it is essential to ensure that ►◄ aviation arrangements meet the appropriate Safety requirements and that the ship equipment is designed to meet a minimum standard so that embarked aviation[2] can be operated safely. ►If◄ appropriate aviation arrangements are ►not◄ considered as part of ship design ►this◄ could restrict the operational capability of the aviation activities of►the Ship◄ and ►the◄ Air Systems ►the Ship can operate.◄. Defence Standard (Def Stan) 00-133[3] defines the appropriate specification requirements to be met for the introduction of aviation arrangements in ►HM / MOD◄ ships. [1] ►As defined in the Defence Maritime Regulator (DMR) Master Glossary of Terms.◄ [2] Refer to RA 1395 – Authorization to Permit Embarked Aviation in ►His◄ Majesty's / MOD Ships. [3] Refer to Def Stan 00-133 – Aviation Arrangements in Surface Ships.	No
1920[05](01)	[05]	Authorized	Regulation	Aviation Arrangements in ►HM / MOD◄ Ships – Equipment Standards	1920(1) The Ship Platform Authority (PA) shall ensure that all new and modified aviation arrangements are designed and built against a recognised standard appropriate to the intended use of the Air System.	No
1920[05](01)001	[05]	Authorized	AMC	Aviation Arrangements in ►HM / MOD◄ Ships – Equipment Standards	1. The PA should ensure that ship aviation arrangements meet the minimum specification requirements of Def Stan 00-133 in: a. New aviation capable ►◄ ships that are ►pre-Full Business Case◄ approval on 31 May 14. b. Legacy aviation capable surface ships that are modified after 31 May 14.	No
1920[05](01)002	[05]	Authorized	AMC	Aviation Arrangements in ►HM / MOD◄ Ships – Equipment Standards	2. Unless modified, legacy equipment is exempt from being compliant with Def Stan 00-133 Part 2 and Part 3 but should remain compliant with Part 0, Part 1 and Part 4.	No
1920[05](01)003	[05]	Authorized	AMC	Aviation Arrangements in ►HM / MOD◄ Ships – Equipment Standards	3. If the Out of Service Date of legacy equipment is extended, a gap analysis against Def Stan 00-133 should be conducted by the PA. This analysis ►should◄ either demonstrate compliance or identify areas of non-compliance. The equipment should be modified to address these areas of non-compliance or an application for a waiver / exemption should be made to the MAA.	No
1920[05](01)004	[05]	Authorized	AMC	Aviation Arrangements in ►HM / MOD◄ Ships – Equipment Standards	4. ►For vessels where there is a new requirement to operate Remotely Piloted Air Systems (RPAS), the Ship PA should update the vessels' Certification Strategy. The Ship PA should present a Claim / Argument / Evidence case to the Naval Aviation and Technology Group4 stating the RPAS aviation arrangements standards. Guidance for areas of consideration is available in the Aviation Arrangements Claim / Argument / Evidence Checklist (available via the MAA's websites).	No
1920[05](01)005	[05]	Authorized	AMC	Aviation Arrangements in ►HM / MOD◄ Ships – Equipment Standards	5. Unless conducting Crossdeck Operations, Temporary Operating Authorization, or operating under a Trial Instruction all Air Systems should be within the Scope of the ship's certificate, this applies to all HM / MOD ships including those not previously considered aviation capable, boats and submarines.◄	No

1920[05](01)006	[05]	Authorized	GM	Aviation Arrangements in ►HM / MOD◄ Ships – Equipment Standards	6. The PA will be required to provide evidence that the aviation arrangements comply with Def Stan 00-133 as part of the Naval Authority Rules for Certification[4]. [4] DSA02-DMR – MOD Shipping Regulations for Safety and Environmental Protection.	Guidance
1920[05](01)007	[05]	Authorized	GM	Aviation Arrangements in ►HM / MOD◄ Ships – Equipment Standards	5. A modification to an aviation arrangement is deemed to be any design change that alters or affects the functionality, operability, output, purpose or physical characteristics of the arrangement.	Guidance
1920[05](01)008	[05]	Authorized	GM	Aviation Arrangements in ►HM / MOD◄ Ships – Equipment Standards	8. ►The Ship PA will ensure all Air Traffic Management Equipment, new or significantly modified, have been through the Release into Service Process.◄	Guidance
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Requirement Unique ID	Issue No.	Release Status	Item Type	Title	Rationale/Text	RWCSAT CSP Compliance Req'd Yes/No
2101[07]	[07]	Authorized	RA	2101 - RA (Issue 7) - Aircrew Qualifications	Aircrew require a baseline standard of skills and knowledge to operate Air Systems safely. Risk to Life is increased if these standards are not achieved and maintained. In addition to an initial Aircrew qualification, Aircrew are to demonstrate that they achieve the baseline standard on the relevant Air System.	Yes
2101[07](01)	[07]	Authorized	Regulation	2101(1) - Regulation - Entitlement to Conduct Flying Duties	Aircrew shall be qualified to operate Air Systems.	Yes
2101[07](01)001	[07]	Authorized	AMC	2101(1).1 - AMC - Entitlement to Conduct Flying Duties	1. Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) should define in orders the criteria for the award, or acceptable equivalence of, initial Aircrew qualifications.	Yes
2101[07](01)002	[07]	Authorized	AMC	2101(1).2 - AMC - Entitlement to Conduct Flying Duties	2. UK Military Registered Air Systems. Aircrew should meet at least one of the following criteria to operate UK military registered Air Systems: a. They have an initial Aircrew qualification: (1) The appropriate UK military flying badge1 or; (2) An appropriate Aircrew qualification awarded by an ADH / AM(MF), based on successful completion of an approved training course or; (3) An appropriate Aircrew qualification awarded by an ADH / AM(MF) following scrutiny of previous flying training records, and an assessment of competence in the air by a type-specific Qualified Aircrew Instructor (Qualified AI)2; that together demonstrate equivalent levels of knowledge, experience and ability to that required for the award of the appropriate UK military flying badge or; (4) An appropriate foreign military qualification, approved as equivalent to the appropriate UK military flying badge or civil licence, by the ADH / AM(MF) responsible for the UK military type they will fly or; (5) The appropriate civil licence. b. They are undertaking flying duties as a student assigned to an ADH or AM(MF) approved flying training course. 1 The relevant single-Service Flying Branch and Trade Advisor should be contacted for guidance on which flying badges are currently endorsed for use, or have previously been endorsed for use. 2 Refer to MAA 02 – MAA Master Glossary; and RA 2125 - Aircrew Instructor Training. Note – the definition of Qualified AI relates to Central Flying School (CFS) accreditation. Type-specific refers to CFS accreditation on that type or mark of Air System.	Yes
2101[07](01)003	[07]	Authorized	AMC	2101(1).3 - AMC - Entitlement to Conduct Flying Duties	3. Approved Training Course. The ADH / AM(MF) should only approve training courses for initial Aircrew qualification that have been assured by a suitably qualified and experienced Independent Body.	Yes

2101[07](01)004	[07]	Authorized	AMC	2101(1).4 - AMC - Entitlement to Conduct Flying Duties	4. Flying Instruction Prior to Initial Aircrew Qualification. Where an approved training course leads to an initial Aircrew qualification, Aircrew should be given flying instruction by a type-specific Qualified AI (or if under a UK Civil Aviation Authority (CAA) / European Union Aviation Safety Agency (EASA) Approved Training Organisation (ATO), by an appropriately qualified Flight Instructor (FI)).	Yes
2101[07](01)005	[07]	Authorized	AMC	2101(1).5 - AMC - Entitlement to Conduct Flying Duties	5. Civil Registered Air Systems. When UK civil registered Air Systems are used for military purposes in accordance with (iaw) RA 11663: a. Civilian Aircrew should be qualified to the appropriate civilian licensing requirement. b. Military Aircrew should comply with the qualification requirements stated in ADH orders (see para 1), and any applicable civil regulations. 3 Refer to RA 1166 – UK Civil-Registered Aircraft Utilized by the Ministry of Defence.	Yes
2101[07](02)	[07]	Authorized	Regulation	2101(2) - Regulation - Certificate of Qualification on Type	The ADH / AM(MF) shall ensure Aircrew possess a valid Certificate of Qualification on Type (CQT) for the Air System they operate.	Yes
2101[07](02)010	[07]	Authorized	AMC	2101(2).10 - AMC - Certificate of Qualification on Type	10. A CQT should only be awarded on completion of an approved training course by one of the following: a. The appropriate ADH; b. The appropriate AM(MF) / Flight Operations post-holder (FOPH); c. A type-specific Qualified AI empowered by orders.	Yes
2101[07](02)011	[07]	Authorized	AMC	2101(2).11 - AMC - Certificate of Qualification on Type	11. A CQT should be documented in a formal record such as a Flying Logbook.	Yes
2101[07](02)012	[07]	Authorized	AMC	2101(2).12 - AMC - Certificate of Qualification on Type	12. The ADH / AM(MF) should detail in orders any exemption from the requirement to hold a valid CQT, which should be limited to: a. Aircrew under instruction by a type-specific Qualified AI; b. Aircrew on an approved training course working towards a CQT; c. Central Flying School (CFS) examiner when not acting as Aircraft Commander; d. Test and Evaluation (T&E) Aircrew when conducting specific trials or Test Pilots when Qualitative Evaluation (QualEval) flying. However, this does not apply to the delivery of T&E training generally, for which the Aircraft Commander should hold a valid CQT.	Yes
2101[07](02)013	[07]	Authorized	AMC	2101(2).13 - AMC - Certificate of Qualification on Type	. A CQT should be deemed lapsed if the Aircrew member has not flown the Air System in the previous 6 months. In such circumstances, the ADH / AM(MF) should define an appropriate package of flying instruction ►◄ to revalidate the CQT. ►This training should be delivered by a type-specific Qualified AI, or an instructor approved by CFS as competent to do so (or if under a UK CAA / EASA ATO, by an appropriately qualified Type-Rating Instructor (TRI)7).◄ 7 Refer to RA 2125 – Aircrew Instructor Training.	Yes

2101[07](02)014	[07]	Authorized	AMC	2101(2).14 - AMC - Certificate of Qualification on Type	14. Flying Instruction Leading to CQT. Where an approved training course leads to the award of a CQT, Aircrew should be given flying instruction by a type-specific Qualified AI, or instructors approved by CFS as competent to do so (or if under a UK CAA / EASA ATO, by an appropriately qualified Type-Rating Instructor (TRI)7).	Yes
2102[03]	[03]	Authorized	RA	2102 - RA (Issue 3) - Aircrew Competence in Role	Aircrew skill can degrade over time, which may lead to an increase in Risk to Life. This regulation requires Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) to ensure that Aircrew who operate UK Military Air Systems demonstrate the required skill level, achieve specific competencies in their role and have their proficiency periodically checked to confirm that skill levels are being maintained.	Yes
2102[03](01)	[03]	Authorized	Regulation	2102(1) - Regulation - Certificate of Competence	To fly, or operate, UK military Air Systems in role, Aircrew shall be in possession of an applicable Certificate of Competence.	Yes
2102[03](01)001	[03]	Authorized	AMC	2102(1).1 - AMC - Certificate of Competence	ADH and AM(MF) should issue orders detailing the competencelevels, in terms of flying experience, qualifications and skill sets for each Air System and role, required for the safe operation of UK military Air Systems within their Area of Responsibility (AoR). This should include competence levels for non-Certificate of Qualification on Type (CQT) [1] Crew Members, Supernumerary Crew and non-Pilot Aircraft Commanders where necessary. [1] Non-CQT Crew are not passengers - Refer to RA2340 - Flying of Passengers on UK Military Aircraft.	Yes
2102[03](01)002	[03]	Authorized	AMC	2102(1).2 - AMC - Certificate of Competence	A Certificate of Competence should be documented in a formal record such as an Aircrew logbook.	Yes
2102[03](02)	[03]	Authorized	Regulation	2102(2) - Regulation - Periodicity of Assessment of Competence	Aircrew competence shall be periodically, independently assessed.	Yes
2102[03](02)006	[03]	Authorized	AMC	2102(2).6 - AMC - Periodicity of Assessment of Competence	A continuous rolling assessment process should be activated from the initial award/uplift of a Certificate of Competence. The process should be facilitated by individual Aircrew undergoing periodic assessment, by an independent examining body.	Yes
2102[03](02)007	[03]	Authorized	AMC	2102(2).7 - AMC - Periodicity of Assessment of Competence	Aircrew competence should be subject to review by Commanders or Flight Operations post-holders (under the Contractor Flying Approved Organization Scheme) at least annually, to ensure safe operation (as a minimum) of the Air System. ADH and AM(MF) should stipulate in orders the periodicity of independent assessment. All evidence of competence reviews and supervisory checks should be recorded in the Aircrew member's training record.	Yes
2103[03]	[03]	Authorized	RA	2103 - RA (Issue 3) - Currency and Continuation Training	A minimum level of flying currency and training activity is required in order to enable the continued maintenance of Aircrew competencies that have been achieved in a specific role. A failure to achieve this will result in a degradation of skill that may increase Risk to Life. This Regulation requires Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) to specify the minimum activity required to reduce this to a level that is As Low As Reasonably Practicable and Tolerable.	Yes

2103[03](01)	[03]	Authorized	Regulation	2103(1) - Regulation - Currency Requirements	ADH and AM(MF) shall specify in orders the currency minima, by type and role, for the safe operation of Air Systems by aircrew within their Area of Responsibility.	Yes
2103[03](01)001	[03]	Authorized	AMC	2103(1).1 - AMC - Currency Requirements	Currency. All aircrew employed in flying appointments should maintain flying currency and practise their crew duties in at least one type of Air System that their unit operates. Currency requirements for Commanders of flying units or Flight Operations post-holders should be sufficient to provide for their supervisory responsibilities.	Yes
2103[03](01)002	[03]	Authorized	AMC	2103(1).2 - AMC - Currency Requirements	Currency Lapses. When aircrew have been unable to remain in current flying practice they should receive a check sortie in order to permit them to return to flying or conduct the activity for which currency has lapsed, eg night flying, and subsequently regain currency. ADH and AM(MF) should stipulate in orders: the requirements of the check sortie (for example live flying, synthetic or a mix); who may conduct the check sortie; the validity period attributable to the check sortie; and any further training required for Aircrew whose currency has lapsed. A written report of the check sortie should be recorded in the Aircrew training record.	Yes
2103[03](01)003	[03]	Authorized	AMC	2103(1).3 - AMC - Currency Requirements	Consecutive Check Sorties. ADH and AM(MF) should stipulate in Orders the maximum number of consecutive check sorties allowable without regaining currency before an independent assessment or period of re-training is required.	Yes
2103[03](01)004	[03]	Authorized	AMC	2103(1).4 - AMC - Currency Requirements	Multi-Type Aircrew. Where Aircrew routinely operate multiple Air Systems, ADH and AM(MF) should specify the applicability of hours and continuation training events flown across multiple types towards both general flying currency and type flying currency requirements.	Yes
2103[03](02)	[03]	Authorized	Regulation	2103(2) - Regulation - Continuation Training	ADH and AM(MF) shall specify in orders the minimum requirements of continuation training for Aircrew by type and role.	Yes
2103[03](02)008	[03]	Authorized	AMC	2103(2).8 - AMC - Continuation Training	ADH and AM(MF) should specify, as a minimum, the frequency and content of periodic flight, simulator and ground training and maintain appropriate training records.	Yes
2103[03](02)009	[03]	Authorized	AMC	2103(2).9 - AMC - Continuation Training	ADH and AM(MF) should promulgate orders or instructions detailing the entitlement to log flying hours and continuation training events in a multi-crew environment.	Yes
2115[05]	[05]	Authorized	RA	2115 - RA (Issue 5) - Aircraft Commanders	An Aircraft Commander is designated by the Aircraft Operating Authority as being in command of an Air System, and is responsible for its safe operation and the accomplishment of its assigned mission. A failure to execute this responsibility, or a misunderstanding of it, could increase Risk to Life. This regulation requires Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) to establish the responsibilities and authority of an Aircraft Commander and ensure that they are understood and acted upon.	Yes
2115[05](01)	[05]	Authorized	Regulation	2115(1) - Regulation - Responsibilities of an Aircraft Commander	The Aircraft Commander shall be entirely responsible for the safety of the Air System, its occupants and equipment, both in the air and on the ground until it is handed over to the appropriate authority after flight.	Yes
2115[05](01)001	[05]	Authorized	AMC	2115(1).1 - AMC - Responsibilities of an Aircraft Commander	ADH and AM(MF) should issue guidance on the standards required of Aircraft Commanders within their Area of Responsibility.	Yes

2115[05](01)002	[05]	Authorized	AMC	2115(1).2 - AMC - Responsibilities of an Aircraft Commander	The Aircraft Commander should ensure that: a. The crew is properly constituted and all members are qualified, current and capable of performing their duties in accordance with (iaw) the Air System Document Set (ADS) and ADH / AM(MF) Orders, both in the air and on the ground. b. All crew members are: (1) Properly clothed and equipped for their tasks. (2) In-date for all safety and survival drills appropriate to Air System. (3) Proficient in the use of the escape and survival equipment carried. (4) Familiar with all emergency procedures. C. All necessary flight and fuel planning has been carried out iaw the ADS and ADH / AM(MF) Orders, and that, when required, a flight plan has been filed with the Air Traffic Control (ATC) authorities. D. The appropriate Aeronautical Information Publications or other national flight planning documents relevant to the area in which they intend to operate are used. E. An appropriate meteorological briefing has been obtained. F. All requisite steps have been taken to prepare the Air System for the flight and the appropriate servicing documents have been inspected and signed. G. The Air System is supervised and managed once the Aircraft Commander has taken responsibility for it iaw RA 2301[1]. When the Aircraft Commander is not able to effectively supervise and manage the Air System while it is in their custody, they should delegate this responsibility to a suitably qualified Aircrew representative. H. Passengers, if carried, have been briefed on: (1) The authority of the Aircraft Commander	Yes
2115[05](02)	[05]	Authorized	Regulation	2115(2) - Regulation - Authority of an Aircraft Commander	In matters of Air Safety, all persons on board, whatever their rank or status, shall be under the command of the Aircraft Commander.	Yes
2115[05](2)005	[05]	Authorized	AMC	2115(2).5 - AMC - Authority of an Aircraft Commander	Nil.	No

2120[04]	[04]	Authorized	RA	2120 - RA (Issue 4) - Pilots' Instrument Rating Scheme	Pilots are sometimes required to fly Aircraft with insufficient visual references, or in shared airspace where Visual Flight Rules may be inappropriate or disallowed. Failure to safely fly their Aircraft to permitted limits solely by reference to instruments, or failure to comply with Instrument Flight Rules (IFR) for coordinating with other Aircraft and Controllers in shared airspace, increases the Risk to Life posed to Aircraft occupants and third parties on the ground. The pilots' Instrument Rating (IR) Scheme requires Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) to adopt suitable measures to ensure pilots have appropriate qualifications, recent experience, knowledge, and skill to operate safely in these circumstances. Categorizations of Instrument Ratings provide a graduated scale based on experience as an indicator of demonstrated competence in Instrument Flying (IF)1. 1 Refer to MAA 02 – MAA Master Glossary.	Yes
2120[04](01)	[04]	Authorized	Regulation	2120(1) - Regulation - Instrument Rating Requirements	All pilots who fly UK Military Aircraft in Instrument Meteorological Conditions (IMC); or with insufficient visual references; or under IFR - shall hold a valid IR for their Aircraft type(s).	Yes
2120[04](01)001	[04]	Authorized	AMC	2120(1).1 - AMC - Instrument Rating Requirements	1. Crewed Aircraft. Pilots of crewed Aircraft flying in IMC, or with insufficient visual references, or under IFR, should hold a valid IR.	Yes
2120[04](01)002	[04]	Authorized	AMC	2120(1).2 - AMC - Instrument Rating Requirements	2. Remotely Piloted Aircraft (RPA). Pilots of RPA in the Certified and Specific S2 Categories flying Beyond Visual Line of Sight (BVLOS), without a sensor certified for flight by visual references alone, should hold a valid IR.	No
2120[04](01)003	[04]	Authorized	AMC	2120(1).3 - AMC - Instrument Rating Requirements	3. IR Training Design. ADH / AM(MF) should define in orders the criteria for award of an IR for their Aircraft type(s). An IR should assure pilot competency in relation to: a. Safe Aircraft handling when IF (such as in IMC or when BVLOS), and; b. Knowledge, skills, and experience for safe flight under IFR2 in classes of airspace in accordance with (iaw) the Air System Safety Case (ASSC)3, Military Permit To Fly (MPTF) and / or Release To Service (RTS). 2 Refer to RA 2307 – Rules of the Air. 3 Refer to RA 1205 – Air System Safety Cases.	Yes

2120[04](01)004	[04]	Authorized	AMC	2120(1).4 - AMC - Instrument Rating Requirements	4. Training Prior to IR Award. In derogation to this Regulation (to cater for training), ADH / AM(MF) should define in orders any circumstances under which a pilot with appropriate IF supervision may fly in IMC without a valid IR, including minimum competence requirements. The following circumstances should be considered: a. IF towards award of an IR or revalidation of a lapsed IR, when crewed with another pilot who holds a valid IR. b. Provision for an IF competence check to demonstrate competence in IF where the requirements for initial award or revalidation of an IR are not met. An IF competence check should not confer the same privileges as an IR and should not be used for continuous IMC operations or flight under IFR. IF competence checks should be documented in pilots' flying training records. c. Aircraft Commanders flying without sufficient visual references as part of a recognized flying training course who hold an appropriate IF competence check.	Yes
2120[04](01)005	[04]	Authorized	AMC	2120(1).5 - AMC - Instrument Rating Requirements	5. IR Award. The appropriate ADH / AM(MF) or Flight Operations Post Holder (FOPH) should only award an IR to a pilot after either a satisfactory recommendation from an Aircrew Instructor1 (AI) or Aircrew Examiner4 (AE) following an Instrument Rating Test (IRT), or by recognition of a current and valid civil IR5. If stipulated in ADH / AM(MF) orders, decisions on the award of an IR may be delegated to either: a. Type-specific Qualified Aircrew Instructors (Qualified AI), with a Green or Master Green IR; or, b. Instrument Rating Instructors (IRI) or Examiners (IRE). 4 An 'Aircrew Examiner' is authorized to certify (but not instruct) other Aircrew to operate Air Systems within the Defence Air Environment. 5 Subject to ADH / AM(MF) considering the civil licence demonstrates the necessary knowledge, skills and experience for their Aircraft type and role.	Yes
2120[04](01)006	[04]	Authorized	AMC	2120(1).6 - AMC - Instrument Rating Requirements	6. IR Award Category. An IR should be categorized Amber, White, Green or Master Green, commensurate with flying experience, together with knowledge and accuracy demonstrated during the IRT as specified in ADH / AM(MF) orders.	Yes
2120[04](01)007	[04]	Authorized	AMC	2120(1).7 - AMC - Instrument Rating Requirements	7. IR 'Frozen' Category. If a pilot flies an IRT to the White, Green or Master Green standard, but has fewer than the minimum hours specified by the ADH / AM(MF) for the award of that category, they should be granted a 'Frozen' IR. The pilot is awarded a lower IR, which is upgraded automatically if the minimum hours requirement is achieved within 3 months of the test. The timescale in which the hours should be achieved could be restricted further by the ADH or AM(MF).	Yes
2120[04](01)008	[04]	Authorized	AMC	2120(1).8 - AMC - Instrument Rating Requirements	8. IR 'Regression' Category. A Green or Master Green IR should automatically regress to a White IR and a White IR to Unrated status if the minimum currency and practice requirements are not completed, provided the minimum currency and practice requirements are sufficient for the lower IR category. In either instance, the pilot should complete the currency backlog to regain their	Yes

2120[04](01)009	[04]	Authorized	AMC	2120(1).9 - AMC - Instrument Rating Requirements	9. Recording the IR Award. On award of an IR, or a change to / from a Frozen or Regression Category, full details should be recorded in the pilot's Flying Logbook and their flying training record, including as a minimum: a. IR category; b. Any restrictions (such as types of approach or classes of airspace)6; 6 An ADH / AM(MF) may remove restrictions later, subject to re-assessment of any IRT requirements that were omitted. c. Expiry date; d. Aircraft type and mark; e. Any Performance Based Navigation (PBN) endorsement.	Yes
2120[04](01)010	[04]	Authorized	AMC	2120(1).10 - AMC - Instrument Rating Requirements	10. IR Applicability in Multi-Pilot Air Systems. ADH / AM(MF) should define in orders which category limitations apply for crews with more than one pilot (if they hold different IR categorizations).	Yes
2120[04](01)011	[04]	Authorized	AMC	2120(1).11 - AMC - Instrument Rating Requirements	11. IR Recognition Across Aircraft Types or Marks. ADH / AM(MF) should define in orders if award of an IR on an Aircraft type or mark is valid for another Aircraft type or mark. This should only be permitted for pilots who routinely remain qualified and current on multiple types or marks.	Yes
2120[04](01)012	[04]	Authorized	AMC	2120(1).12 - AMC - Instrument Rating Requirements	12. IF Currency. ADH / AM(MF) should define in orders IF currency minima required to maintain validity of an IR. This should include a minimum number of IF hours and instrument approaches for that Aircraft type in a specified period. Where necessary, IF currency minima should also include applicability of IF training (including recordable hours) conducted across multiple types, or in a multi-crew environment. ADH / AM(MF) should also determine the number of IF simulator hours and / or approaches that may be accredited to IF currency, or an IRT7.	Yes
2120[04](01)013	[04]	Authorized	AMC	2120(1).13 - AMC - Instrument Rating Requirements	13. IF Practice and Simulated IF. ADH / AM(MF) should ensure that all pilots who are required to maintain an IR are given opportunities for adequate practice evenly distributed throughout the period of their appointment. IF practice and simulated IF, where during a live flight external visual references are artificially limited, should normally be carried out in Air Systems fitted with dual controls and supervised by a Safety pilot iaw RA 23072. Live flying exercises involving unusual attitudes should be conducted in Visual Meteorological Conditions (VMC). 7 Refer to RA 2375 – Qualification and Approval of Flight Simulator Training Devices.	Yes
2120[04](01)014	[04]	Authorized	AMC	2120(1).14 - AMC - Instrument Rating Requirements	14. IR Expiry. Subject to maintaining IF currency minima, an IR should expire 13 months from the date of the first flight of the IRT. ADH / AM(MF) should only grant extensions to the 13 month expiry for essential operational reasons or exceptional circumstances. Where this is the case, any extension should be approved personally and in writing by the appropriate ADH or AM(MF).	Yes

2120[04](01)015	[04]	Authorized	AMC	2120(1).15 - AMC - Instrument Rating Requirements	15. Cancellation of an Award or Appointment. A pilot's IR should be cancelled by their ADH / AM(MF) or delegated authority, if there is evidence that the pilot is no longer competent to hold the IR. Similarly, an appointment as an IRI or IRE should be cancelled on the recommendation of the ADH / AM(MF) if there is evidence that the IRI or IRE is no longer competent. If an award or appointment is cancelled the word 'CANCELLED' should be written or stamped in red over the appropriate entry in the pilot's Flying Logbook and recorded in their flying training record.	Yes
2120[04](01)016	[04]	Authorized	AMC	2120(1).16 - AMC - Instrument Rating Requirements	16. Appointment as an IRE or IRI. An IRE / IRI is an AE or AI who is qualified to deliver assessment or training for an IR. Pilots should only be appointed as an IRE / IRI after an examination approved by an ADH / AM(MF). Authority to appoint IRE / IRI should not be delegated below OF4 level or the FOPH. Experienced IRE and IRI may be appointed as Command IRE (CIRE) or Command IRI (CIRI). IRE / IRI should hold at least a Green category IR valid for all types of approach and classes of airspace relevant to the Aircraft type(s) for which they instruct, or examine.	Yes
2120[04](01)017	[04]	Authorized	AMC	2120(1).17 - AMC - Performance Based Navigation	17. PBN Training and Currency. ADH / AM(MF) should define in orders suitable training and currency requirements for PBN endorsements appropriate to their Aircraft type(s).	Yes
2120[04](01)018	[04]	Authorized	AMC	2120(1).18 - AMC - Performance Based Navigation	18. PBN Endorsements. Pilots should be granted PBN privileges as part of their IR, appropriate to their Air System's certified navigation specification and iaw the ADH / AM(MF) approval, when they have successfully completed an IRT containing type-specific PBN assessments and either: a. A course of PBN theoretical knowledge and practical flying training equivalent to the requirements of Annex I of the European Union Aviation Safety Agency (EASA) Part-Flight Crew Licencing (Part-FCL)8, including PBN elements appropriate to the Air System(s) to be operated, or; b. An assessment of previous PBN training and experience which satisfies the ADH / AM(MF) that competence acquired is equivalent to that gained through the specified course for the Aircraft type. 8 Refer to Annex I of the EASA Part-FCL.	Yes
2120[04](01)019	[04]	Authorized	AMC	2120(1).19 - AMC - Performance Based Navigation	19. Required Navigation Performance (RNP) Approach (APCH) Restrictions. For Aircraft approved for RNP APCH, if the IRT does not include an RNP APCH exercise, the PBN endorsement for the pilot is restricted and the Flying Logbook entry should state 'No RNP APCH' (eg Voyager White / PBN / No RNP APCH).	Yes
2120[04](02)	[04]	Authorized	Regulation	2120(2) - Regulation - Instrument Rating Test	All pilots shall demonstrate their ability to fly a UK Military registered Aircraft accurately and safely by reference to instruments alone and iaw airspace requirements before being issued an IR.	Yes
2120[04](02)031	[04]	Authorized	AMC	2120(2).31 - AMC - Instrument Rating Test	31. If conferring a military IR based on recognising equivalence of a civil IR, an ADH / AM(MF) should conduct to a gap analysis and supplemental training to mitigate any differences between applicable military IR training design for the Aircraft type, and the civil IR syllabus9. 9 For CAA / EASA, refer EASA-Part Flight Crew Licencing FCL.600-IR.	Yes

2120[04](02)032	[04]	Authorized	AMC	2120(2).32 - AMC - Instrument Rating Test	32. The IRT should be a live flight or lFSTD7 test in addition to a ground examination as promulgated by ADH / AM(MF), relevant to Air System type. Flight tests and ground examinations for IR should only be conducted by a type-specific Qualified AI with a suitable IR, or an appointed CIRE / CIRI / IRE / IRI.	Yes
2120[04](02)033	[04]	Authorized	AMC	2120(2).33 - AMC - Instrument Rating Test	33. During the IRT, which may be taken under simulated or actual instrument flight conditions, a pilot should demonstrate their ability to fly accurately and safely by reference to Air System instruments alone and to the limits of the aids available. When fitted and not otherwise restricted, the head-up display should be used as the primary attitude reference during the IRT. The exercises included in the IRT should be promulgated in ADH / AM(MF) orders: all tests should comply with the provisions below.	Yes
2120[04](02)034	[04]	Authorized	AMC	2120(2).34 - AMC - Instrument Rating Test	34. IRT Report. On completion of flight and ground tests, an IRT Report should be completed and filed in the pilot's flying training record.	Yes
2120[04](02)035	[04]	Authorized	AMC	2120(2).35 - AMC - Instrument Rating Test	35. IRT Accuracy Parameters. The parameters for the level of accuracy that pilots should be assessed against for the mandatory sections of the test are in Tables 1, 2 and 3 (see AMC Paragraph 36– Assessment Parameters). For Aircraft capable of operating between fixed wing and rotary wing modes (such as tilt-rotor Aircraft) ADH / AM(MF) should specify IRT accuracy parameters within those of either Table 2 or Table 3, based on the ASSC. 10 Refer to Military Manual of Air Traffic Management; Air Publication 3456 – RAF Manual of Flying; and Air System Document Sets (ADS) for information on relevant approach types. 11 2D Approaches have lateral guidance only (eg VOR, TACAN, NDB, LNAV Approaches). 12 3D Approaches have lateral and vertical guidance (eg ILS, LPV, LNAV / VNAV Approaches).	Yes
2120[04](02)036	[04]	Authorized	AMC	2120(2).36 - AMC - Instrument Rating Test	36. Assessment Parameters. Except for approach minima, which are mandatory, the IRT parameters should be a guide to assessment only and apply to conditions of nil or light turbulence. In more difficult conditions the testing officer should grant a degree of latitude to the pilot under test. Greater importance should be attached to smooth flying using the recommended techniques, with associated captaincy, cockpit management and airmanship appropriate to the type and role of Air System on which tested, and the IR awarded. Candidates for the IRE / IRI test should plan, brief, fly, debrief and assess their own test in the presence of a CIRE / CIRI.	Yes
2120[04](02)037	[04]	Authorized	AMC	2120(2).37 - AMC - Instrument Rating Test	37. Accuracy in Atypical Situations. The limits of accuracy expected during simulated emergencies, flight on standby instruments or for operational exercises will depend on Air System instrumentation and operational requirements. The limits for these sections of tests should be laid down in ADH / AM(MF) orders.	Yes

2120[04](02)038	[04]	Authorized	AMC	2120(2).38 - AMC - Instrument Rating Test	38. Management of Automatic Systems. The IRT should assess use of automatic systems to manage crew resource management throughout a sortie. Use of autopilot functions should be encouraged, but where pilots may need to fly the Aircraft in a reversionary mode then this should also be assessed. Additionally, for Aircraft with an automatic take-off or landing capability, pilots should be assessed on their ability to monitor the system for out-of-limit conditions and to safely fly a missed approach procedure in each of the available manual or reversionary methods of control.	Yes
2120[04](02)039	[04]	Authorized	AMC	2120(2).39 - AMC - Instrument Rating Test	39. Airborne Assessment of Skill. The IRT schedules for individual Air System types should be promulgated in ADH / AM(MF) orders. They should be designed to ensure that the pilot has the necessary skills to fly a particular type in all those classes of airspace for which it is equipped, unless restrictions are placed on operations of the Air System by ADH / AM(MF) or the individual by commanders or FOPHs, who may then limit the test accordingly. In these circumstances, the limitations should be clearly laid out in the Flying Logbook and the IRT Report.	Yes
2120[04](02)040	[04]	Authorized	AMC	2120(2).40 - AMC - Instrument Rating Test	40. Conduct of the Test. Exercises involving reversionary instrumentation, unusual attitudes and simulated emergencies should be conducted in a manner that is appropriate to the Air System type and role; unrealistic simulated emergencies should not be included. The flight test should be conducted on not more than two sorties, but the rating validity should expire 13 months after the date of the first sortie.	Yes
2120[04](02)041	[04]	Authorized	AMC	2120(2).41 - AMC - Instrument Rating Test	41. Crew Co-ordination. If the Aircraft for the IRT is normally flown with the aid of a crew member, then the candidate should be assisted with such information and assistance as would normally be made available to them by the crew. If additional cockpit / Remote Pilot Station crew are specified in the RTS, they should be appropriately qualified13 to support the pilot during the IRT. 13 Refer to RA 2101 – Aircrew Qualifications; RA 2102 – Aircrew Competence in Role; and RA 2340 - Supernumerary Crew, Supernumerary Support Crew and Passengers.	Yes

2120[04](02)042	[04]	Authorized	AMC	2120(2).42 - AMC - Instrument Rating Test	42. Ground Examination. Oral or written ground examinations should be conducted by an IRE / IRI within 7 days of the flight test on a particular Air System type. IRE / IRI should ensure that the candidate's ground knowledge is sufficient for them to fly their Aircraft type safely during instrument flight as pilot or Aircraft Commander. Relevant questions should be selected according to the Air System type and role from the following list, and the standard of answers should be appropriate to the rating awarded: a. Manual of Military Air Traffic Management. Many Regulations combine orders for pilots and air traffic controllers; questions should not be asked on controller aspects. b. ADH or AM(MF) Orders. c. Information. Pilots should be able to extract relevant information from appropriate Air Information Publications and Flight Information Publications. Candidates for the IRE / IRI test should also be able to extract information on the conduct of IRTs from this Regulatory Article and subordinate documents / publications. d. Flight instruments and Navigation Aids. Pilots should be able to explain the basic principles of operation, list the errors and limitations, and describe the normal and emergency use of the flight instruments and navigation aids that they are required to interpret or operate in flight. e. Meteorology. Pilots should be able to: (1) Discuss the practical properties of the air masses in their likely theatres of operation. (2) Describe the formation, Hazards associated with and avoidance of meteorological phenomena; and decode meteorological documentation. f. Performance. Pilots should be able to make correct use of the Air System Documentation Set and other performance documents normally used on type. Where appropriate, they should be able to extract practical performance, holding and diversion information from these documents.	Yes
2125[04]	[04]	Authorized	RA	2125 - RA (Issue 4) - Aircrew Instructor Training	Aircrew Instructors (AI) instruct Aircrew in the flying and operation of Air Systems, and assure Aviation Duty Holders (ADH), Accountable Managers (Military Flying) (AM(MF)), Remotely Piloted Air System (RPAS) Duty Holders (DH) and RPAS Accountable Managers (AM) that Aircrew are able to operate an Air System to the required standard. Ineffective instruction may adversely affect Aircrew ability, reduce operational output and ultimately lead to an increased Risk to Life (RtL). To reduce this risk, this Regulatory Article requires ADH and AM(MF) to ensure AI are appropriately trained, qualified and assured. Central Flying School (CFS) and the Air & Space Warfare Centre (ASWC) are the lead agencies for AI Training in the Defence Air Environment (DAE).	Yes

2125[04](01)	[04]	Authorized	Regulation	2125(1) - Regulation - Aircrew Instructor Training	ADH and AM(MF)[1] shall ensure AI within their Area of Responsibility (AoR) are appropriately trained, qualified and assured to deliver high quality instruction in their Aircrew discipline. [1] For Open Category and Specific S1 sub-category RPAS Operators, these responsibilities shall be carried out by the RPAS DH / AM.	Yes
2125[04](01)001	[04]	Authorized	AMC	2125(1).1 - AMC - Aircrew Instructor Training	ADH and AM(MF) should detail in orders: a. The types of AI within their AoR; b. The experience level and course(s) required by personnel in their AoR to become AI. c. The required currencies and competencies required for an AI qualification to remain valid.	Yes
2125[04](01)002	[04]	Authorized	AMC	2125(1).2 - AMC - Aircrew Instructor Training	ADH / AM(MF) should approve training organizations to conduct AI training as per para 1b. These Approved Training Organizations (ATO) should meet or exceed the requirements detailed in the Manual of Military Aircrew Instruction (MMAI)[2], and be independently assessed at intervals not exceeding 2 years (UK Civil Aviation Authority (CAA) / European Union Aviation Safety Agency (EASA) ATO meet these requirements). [2] Refer to The CFS Manual of Military Aircrew Instruction (MMAI).	Yes
2125[04](01)003	[04]	Authorized	AMC	2125(1).3 - AMC - Aircrew Instructor Training	AI are required to possess skills that enable the effective transfer of knowledge to their students, and should be trained to achieve the following baseline competences: a. Plan, prepare and deliver appropriately structured theoretical and practical teaching events. b. Manage trainees, students and instructional resources. C. Deliver specialist instruction to incorporate a range of differing learning styles. D. Integrate Human Factors training into all serials. E. Confirm / check learning has taken place, using appropriate practical techniques on the ground and in the air. F. Monitor and review trainee or student progress across the full range aircrew training events. G. Produce comprehensive written reports on individual training outcomes.	Yes
2125[04](01)004	[04]	Authorized	AMC	2125(1).4 - AMC - Aircrew Instructor Training	Flying instruction leading to the award of the appropriate UK military flying badge should only be delivered by CFS Qualified AI.	No
2125[04](01)005	[04]	Authorized	AMC	2125(1).5 - AMC - Aircrew Instructor Training	AI empowered through ADH / AM(MF) Orders to deliver flying instruction leading to the award of a CQT should be approved as competent to do so by a CFS Examiner or Agent or, for AI utilizing a civilian Type Rating Instructor (TRI) qualification, a UK CAA / EASA ATO.	Yes

2125[04](01)006	[04]	Authorized	AMC	2125(1).6 - AMC - Aircrew Instructor Training	Open Category and Specific S1 Sub-Category RPAS. RPAS DH and RPAS AM should, as a minimum, adhere to paras 1,3,10, and 12 of this RA for Instructors in these categories of RPAS.	No
2125[04](01)007	[04]	Authorized	AMC	2125(1).7 - AMC - Qualification	CFS Qualified AI. CFS Qualified AI (eg Qualified Flying Instructor, Qualified Observer Instructor, Qualified Synthetic Flying Instructor) should have completed a type specific CFS approved course, and had their qualification validated by CFS.	No
2125[04](01)008	[04]	Authorized	AMC	2125(1).8 - AMC - Qualification	Other AI. Warfare AI who have completed an ASWC approved course should only conduct instruction once their qualification has been validated by ASWC. Other AI should have their qualification validated as detailed in ADH / AM(MF) orders.	No
2125[04](01)009	[04]	Authorized	AMC	2125(1).9 - AMC - Qualification	Civilian AI. AI holding a UK recognized civilian TRI qualification should only conduct AI duties on that specific type if their licence, type and instructor rating remain current and valid.	Yes
2125[04](01)010	[04]	Authorized	AMC	2125(1).10 - AMC - Qualification	Open Category and Specific S1 Sub-Category RPAS Instructors. Instructors for these categories of RPAS should: a. Complete an approved MAA Defence System Approach to Training (DSAT) compliant course or a National Qualified Entity / Recognized Assessment Entity civilian course that includes a flying assesment. b. Complete the Defence Train the Trainer (DTTT) course prior to delivering Remote Pilot training packages. c. Be Defence Training Supervisor qualified prior to awarding an MAA approved DSAT course qualification / competency for a Remote Pilot to fly RPAS in the Open and S1 category.	No
2125[04](01)011	[04]	Authorized	AMC	2125(1).11 - AMC - Assurance	CFS Qualified AI should be subject to the processes laid down in the MMAI.	Yes
2125[04](01)012	[04]	Authorized	AMC	2125(1).12 - AMC - Assurance	All AI (including Open category and S1 sub-category RPAS Instructors delivering a DSAT compliant MAA approved RPAS course) should undertake an instructional competence check on an annual basis. This check should be conducted by an independent assessor and include the following baseline competencies: a. Ability to impart skill and knowledge, utilizing effective analysis and debriefing. b. Proficiency in flying or airborne operating skills, and knowledge of the Air System on which tested. c. Standardization of current training practice. D. Knowledge of subjects allied to flying / Air System operation.	No
2130[08]	[08]	Authorized	RA Rationale	Survival Equipment, Drills and Training	All personnel who fly in Aircraft are subject to a degree of Risk. Without the correct Survival Equipment (SE) and survival training, personnel will be exposed to increased Risk to Life (RtL). This Regulatory Article (RA) requires Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) to detail in orders the SE and survival training required for all personnel who fly, or are flown in, UK military registered Aircraft within their Areas of Responsibility (AoR).	Yes

2130[08](01)	[08]	Authorized	Regulation	Survival Training and Currency	2130(1) The ADH and AM(MF) shall publish orders that detail the survival drill training requirements for Aircrew, Supernumerary Crew, Supernumerary Support Crew and Passengers on Aircraft within their AoR.	Yes
2130[08](01)001	[08]	Authorized	AMC	Survival Training and Currency	1. ADH and AM(MF) Orders should detail, as a minimum, the following: a. The application of periodicity of survival drills at Annex A to each unit within their AoR; b. Any additional requirements to those detailed at Annex A to be applied within their AoR; c. The procedures to be followed when a dispensation or extension is required. Personnel who have exceeded the maximum periodicity for a required element of survival training should not be permitted to fly unless a dispensation or extension has been granted. d. The survival drill requirements following conversion to a different Aircraft type; e. Underwater Escape Training (UET) requirements for Supernumerary Crew, Supernumerary Support Crew and, if appropriate, Passengers who fly regularly in helicopters over the sea; f. The Aircrew Equipment Assemblies (AEA) and SE to be worn during survival training; g. The qualifications to be held by personnel delivering survival training.	Yes
2130[08](01)002	[08]	Authorized	AMC	Survival Training and Currency	2. The ADH and AM(MF) should ensure that all drill SE is suitably representative, exhibits the same dynamics and operation as the actual SE used onboard the Aircraft, and / or is most likely to be used in a survival situation. Whilst differences may exist, the ADH and AM(MF) should be satisfied that sufficient resolution exists to provide effective training to aid survival.	Yes
2130[08](01)003	[08]	Authorized	AMC	Survival Training and Currency	3. Aircrew, Supernumerary Crew, Supernumerary Support Crew and Passengers should be current for all survival drill requirements as stipulated in ADH / AM(MF) Orders.	Yes
2130[08](01)004	[08]	Authorized	AMC	Survival Training and Currency	4. Safety Boat. Whenever survival training is carried out at sea or in open water, a safety boat should be in attendance.	Yes

2130[08](01)005	[08]	Authorized	AMC	Survival Training and Currency	5. Dry Training. Where applicable, ADH and AM(MF) Orders should detail the content of: a. Abandon Aircraft drills. As a minimum these should be practised from the strapped in position. b. The ejection and manual separation drill. As a minimum this should include: (1) A comprehensive review of the seat components, operation, limitations and ejection sequence; (2) The strapping in procedure and safety implications of not strapping in correctly; (3) Practical drills in the use of each firing handle and seat failures. c. The dry life raft and life preserver drills. As a minimum these should include: (1) A lecture and appropriate demonstrations covering all aspects of personal SE carried; (2) Instruction in helicopter rescue techniques. d. Synthetic Parachute Training (SPT). As a minimum this should include: (1) Parachute flight drills; (2) Parachute landing drills; (3) A briefing to cover ground dragging and harness release.	Yes
2130[08](02)	[08]	Authorized	Regulation	Wearing and Carriage of Aircrew Equipment Assemblies and Survival Equipment	2130(2) The ADH and AM(MF) shall publish orders that detail the survival drill training requirements for Aircrew, Supernumerary Crew, Supernumerary Support Crew and Passengers on Aircraft within their AoR.	Yes
2130[08](02)017	[08]	Authorized	AMC	Wearing and Carriage of Aircrew Equipment Assemblies and Survival Equipment	17. ADH and AM(MF) Orders should detail the minimum AEA and SE to be worn and carried on the person by all Aircrew, Supernumerary Crew, Supernumerary Support Crew and Passengers within their AoR. Only AEA and SE approved in the Air System Document Set should be worn or carried.	Yes
2130[08](02)018	[08]	Authorized	AMC	Wearing and Carriage of Aircrew Equipment Assemblies and Survival Equipment	18. Modification of Equipment. The approval of the relevant Engineering Authority should be sought prior to any modification to AEA or SE. The ADH and AM(MF) should consult the Aircraft Type Airworthiness Authority or Type Airworthiness Manager, prior to seeking approval for modifications to AEA and SE.	Yes
2130[08](03)	[08]	Authorized	Regulation	Restraint Systems	2130(3) The ADH and AM(MF) shall publish orders detailing the wearing of Restraint Systems on Aircraft within their AoR.	Yes
2130[08](03)021	[08]	Authorized	AMC	Restraint Systems	21. The pilot controlling the Aircraft should be securely strapped into their seat at all times.	Yes
2130[08](03)022	[08]	Authorized	AMC	Restraint Systems	22. All other Aircrew, Supernumerary Crew, Supernumerary Support Crew and Passengers should wear an appropriate restraint system, secured to a suitable anchorage point, at all times, except when attached to a winch cable or when specifically authorized by the Aircraft Commander. The time spent solely restrained in a dispatcher harness or attached to a winch cable should be kept to a minimum consistent with the safe completion of the task.	Yes
2130[08](03)023	[08]	Authorized	AMC	Restraint Systems	23. Aircraft Commanders should only allow restraint systems to be unfastened in flight when necessary to complete authorized tasks.	Yes
2130[08](03)024	[08]	Authorized	AMC	Restraint Systems	24. The ADH and AM(MF) should specify the occasions, and safety procedures, when an ejection seat occupant is permitted to unstrap in flight.	No

2130[08](03)025	[08]	Authorized	AMC	Restraint Systems	25. For take-off and landing, Aircrew and Supernumerary Crew should normally be seated and restrained using a seat harness. The ADH and AM(MF) should detail the specific circumstances when a seat-harness restraint is not required for Aircrew or Supernumerary Crew during take-off and landing.	Yes
2130[08](03)026	[08]	Authorized	AMC	Restraint Systems	26. Passengers and Supernumerary Support Crew should be securely strapped into their seats at all times when the Aircraft is moving, except when authorized by the Aircraft Commander.	Yes
2130[08](04)	[08]	Authorized	Regulation	Aircraft Survival and Rescue Equipment	2130(4) The ADH and AM(MF) shall publish orders detailing the survival and rescue equipment to be carried in Aircraft within their AoR.	Yes
2130[08](04)028	[08]	Authorized	AMC	Aircraft Survival and Rescue Equipment	28. ADH and AM(MF) Orders should detail when the following are to be carried, and the type and quantity to be carried: a. Life Rafts. As a minimum these should be carried when it may not be possible to achieve a forced landing over land. They should be of sufficient number and capacity to accommodate all the occupants of the Aircraft; b. Medical Supplies / First Aid Kits. These should be appropriate to the Aircraft role and number of occupants; c. Survival packs. ADH and AM(MF) Orders should specify when they are to be carried, and the type and quantity to be carried.	Yes
2130[08](05)	[08]	Authorized	Regulation	Ejection Seat Anthropometrics	2130(5) The ADH and AM(MF) shall ensure that personnel occupying ejection seats are within the cleared and Authorized anthropometric limits.	
2130[08](05)030	[08]	Authorized	AMC	Ejection Seat Anthropometrics	30. As a minimum, ADH and AM(MF) Orders should detail: a. When an ejection seat check is required; b. Who can conduct an ejection seat check; c. The AEA and SE to be worn by the seat occupant during an ejection seat check; d. The minimum and maximum boarding weight limits for the ejection seats within their AoR; e. Where minimum and maximum boarding weight limits are to be displayed; f. The frequency of boarding weight checks.	
2130[08](05)031	[08]	Authorized	AMC	Ejection Seat Anthropometrics	31. Where Supernumerary Crew, Supernumerary Support Crew or Passengers have not previously had an ejection seat anthropometric check, the ADH or AM(MF) should ensure an anthropometric check is conducted prior to flight.	
2130[08](06)	[08]	Authorized	Regulation	Fire, Smoke and Fumes Training	2130(6) The ADH and AM(MF) shall detail in their orders the required Fire, Smoke and Fumes Training with associated periodicities for the Aircraft within their AoR.	Yes
2130[08](06)033	[08]	Authorized	AMC	Fire, Smoke and Fumes Training	33. As a minimum, ADH and AM(MF) Orders should detail: a. The periodicity and conduct of Aircrew on-Aircraft fire training. b. The periodicity and conduct of Aircrew live fire extinguisher training[8], where possible using a type of extinguisher suitably representative of that installed in the Aircraft. c. The periodicity and conduct of Aircrew smoke and / or fumes training (to include cabin crew protective breathing equipment training where appropriate).	Yes

2135[11]	[11]	Authorized	RA Rationale	Aircrew and Supernumerary Crew Medical Requirements	The fitness of Aircrew and Supernumerary Crew to conduct their duties is critical to the safe flight of Aircraft. There is increased Risk to crew, passengers and the public if appropriate levels of fitness and aviation medicine training are not achieved. Significant variation in physical and mental stressors across Air Systems, and differing mitigations for Aircrew incapacitation, necessitate a range of standards. Definitive medical policy for assessment of medical fitness standards is published in AP 1269A[1] and may be augmented in single-Service (sS) orders and other documents. This Regulatory Article (RA) directs Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) to set, and Aircrew to demonstrate, the required level of fitness-to-fly and requisite aviation medicine training. [1] Air Publication 1269A – Royal Air Force Manual: Assessment of Medical Fitness. Although published by the RAF, AP 1269A contains medical policy for Aircrew across the Defence Air Environment.	Yes
2135[11](01)	[11]	Authorized	Regulation	Medical Employment Standard	2135(1) ADH and AM(MF) shall stipulate, and ensure compliance with, a suitable Medical Employment Standard (MES) for all Aircrew and Supernumerary Crew within their Area of Responsibility (AoR).	Yes
2135[11](01)001	[11]	Authorized	AMC	Medical Employment Standard	1. Aircrew and Supernumerary Crew should: a. Hold the required MES detailed in ADH or AM(MF) orders; b. Complete an Initial Medical Examination (IME)[2]; c. Complete a Periodic Medical Examination (PME)[2]; d. Remain in date for PME if in a flying appointment; e. Comply with all medical limitations they have been awarded; f. Complete electrocardiography (ECG) and enhanced cardiac screening[3]. [2] Refer to AP 1269A for criteria and appropriate medical examiners. [3] If required for their role, as specified in AP 1269A.	Yes
2135[11](01)002	[11]	Authorized	AMC	Medical Employment Standard	2. If an ADH / AM(MF) specifies a civil medical standard (eg Civil Aviation Authority (CAA) / European Union Aviation Safety Agency (EASA) Class 1) is appropriate for their AoR, this standard may be specified as an alternative to a military Joint Medical Employment Standard (JMES). The suitability of a civil medical standard should follow medical policy advice from the relevant sS medical authority (see paragraph 4). Alignment with medical policy and JMES in AP 1269A should be considered.	Yes
2135[11](02)	[11]	Authorized	Regulation	Fitness-to-Fly	2135(2) Aircrew and Supernumerary Crew shall be fit-to-fly. Aircrew and Supernumerary Crew who are unfit-to-fly, or uncertain of their fitness-to-fly, shall report to a MAME before they next fly.	Yes
2135[11](02)010	[11]	Authorized	AMC	Fitness-to-Fly	10. Aircrew and Supernumerary Crew should: a. Seek medical advice if they have any reason to doubt their fitness-to-fly, even for a relatively minor illness. b. Contact a MAME prior to returning to flying duties if another medical practitioner (not qualified and endorsed as a MAME) has been consulted. c. Report any period they are unfit-to-fly to their Duty Holder chain or, for DCFO, the Flight Operations post-holders (FOPH).	Yes

2135[11](02)011	[11]	Authorized	AMC	Fitness-to-Fly	11. Supervisors and Authorizing Officers who have reason to doubt the medical fitness of any Aircrew or Supernumerary Crew should seek the advice of a MAME.	Yes
2135[11](02)012	[11]	Authorized	AMC	Fitness-to-Fly	12. A MAME should ensure that the Duty Holder chain is informed of any change in medical fitness affecting the flying status of their Aircrew or Supernumerary Crew.	Yes
2135[11](02)013	[11]	Authorized	AMC	Fitness-to-Fly	13. FOPH should have a mechanism to be notified of any change in medical fitness affecting the flying status of their Aircrew or Supernumerary Crew.	Yes
2135[11](03)	[11]	Authorized	Regulation	Pilot Operations - Upper Age Restriction	2135(3) Pilots shall not operate an Air System once they reach the age of 65 unless the Air System is fitted with dual controls and is operated with a second pilot. The second pilot shall hold the appropriate qualification and JMES to act as pilot in command, and be under the age of 65.	Yes
2135[11](03)016	[11]	Authorized	AMC	Pilot Operations - Upper Age Restriction	16. ADH and AM(MF) should stipulate minimum MES, qualifications and flying currency to be held by the second pilot. The second pilot should be capable of undertaking all the manoeuvres, roles, or exercises that the sortie has been authorized for.	Yes
2135[11](04)	[11]	Authorized	Regulation	Flying After an Accident or In-Flight Medical Incident	2135(4) After being involved in a flying Accident or in-flight medical incident, Aircrew and Supernumerary Crew shall not operate an Air System until they have gained appropriate medical approval.	Yes
2135[11](04)018	[11]	Authorized	AMC	Flying After an Accident or In-Flight Medical Incident	18. A MAME should issue medical approval prior to any return to flying duties for Aircrew or Supernumerary Crew involved in a flying Accident or in-flight medical incident.	Yes
2135[11](04)019	[11]	Authorized	AMC	Flying After an Accident or In-Flight Medical Incident	19. ADH and AM(MF) should consider the guidance in AP 1269A Leaflet 4-02 Annex I for the management of Aircrew and Supernumerary Crew following an Aircraft Accident or Incident.	Yes
2135[11](05)	[11]	Authorized	Regulation	Aviation Medicine Training	2135(5) An ADH / AM(MF) shall stipulate, and ensure Aircrew and Supernumerary Crew comply with, aviation medicine training requirements within their AoR.	Yes
2135[11](05)021	[11]	Authorized	AMC	Aviation Medicine Training	21. An ADH and AM(MF) should determine appropriate initial and refresher aviation medicine training requirements in conjunction with RAF CAM[11] and / or the sS medical authority. [11] OC AMW Training Section, RAF CAM, RAF Henlow, Bedfordshire, SG16 6DN. Air COS Spt-CAM-AMW-OCAMTW@mod.gov.uk.	Yes
2135[11](05)022	[11]	Authorized	AMC	Aviation Medicine Training	22. As a minimum, ADH and AM(MF) orders should: a. Set initial and refresher aviation medicine training requirements within their AoR. b. Ensure all Aircrew and Supernumerary Crew complete initial aviation medicine training prior to flying training. c. Ensure all Aircrew and Supernumerary Crew engaged on flying duties receive refresher aviation medicine training at intervals not exceeding 5 years. d. Promulgate procedures to be followed when a dispensation or extension to aviation medicine training requirements is deemed necessary. The relevant medical authority should be consulted prior to any dispensation or extension to aviation medicine training requirements.	Yes
2135[11](06)	[11]	Authorized	Regulation	High G Training	2135(6) ADH and AM(MF) shall stipulate, and ensure Aircrew and Supernumerary Crew comply with, High G training requirements in their AoR.	No

2135[11](06)025	[11]	Authorized	AMC	High G Training	25. ADH and AM(MF) should determine initial and refresher High G training requirements in conjunction with RAF CAM[11]. Consideration should be given to the definitions and stipulations in STANAG 3827[13]. [13] North Atlantic Treaty Organisation (NATO) Standardization Agreement (STANAG) 3827: MINIMUM REQUIREMENTS FOR PHYSIOLOGICAL TRAINING OF AIRCREW IN HIGH “G” ENVIRONMENT - AAMedP-1.13 EDITION A. STANAG 3827 and the associated standards in AAMedP-1.13 Ed: A are available from the NSO public website.	No
2135[11](06)026	[11]	Authorized	AMC	High G Training	26. High G training should be conducted using a centrifuge appropriate to the Aircraft being flown. Individuals subject to centrifuge exposure should not return to flying duties for 6 hours and until free of all residual symptoms[14]. [14] If in doubt, refer to Regulation 2135(2): Fitness-to-Fly.	No
2135[11](06)027	[11]	Authorized	AMC	High G Training	27. As a minimum, ADH and AM(MF) orders should: a. Ensure all Aircrew and Supernumerary Crew whose employment exposes them to High G environments complete High G training. b. Specify initial and refresher High G training requirements within their AoR. c. Ensure refresher High G training is completed by Aircrew and Supernumerary Crew returning to High G flying following an absence from a High G environment for 3 years or more. d. Ensure refresher High G training is completed at intervals not exceeding 5 years. e. Describe procedures to be followed for individuals who do not complete High G training to the required standard. f. Give procedures to be followed when a dispensation or extension to High G training requirements is deemed necessary. RAF CAM should be consulted prior to any dispensation or extension to High G training requirements.	No
2135[11](07)	[11]	Authorized	Regulation	Temporary Medical Restrictions to Flying Duties	2135(7) Aircrew and Supernumerary Crew shall comply with any restrictions following exposure to conditions affecting their fitness-to-fly.	Yes
2135[11](07)030	[11]	Authorized	AMC	Temporary Medical Restrictions to Flying Duties	30. Aircrew and Supernumerary Crew should consult a MAME prior to: a. Elective surgery; b. Corneal refractive surgery for visual correction; c. Ophthalmic procedures including Anaesthetics or Glaucoma preparations; d. Routine immunisation; e. Hypnotherapy; f. Acupuncture; g. Psychological therapy or counselling; h. Complementary and alternative medicine.	Yes
2135[11](07)031	[11]	Authorized	AMC	Temporary Medical Restrictions to Flying Duties	31. Aircrew and Supernumerary Crew should establish with a MAME any flying restrictions caused by inoculations or vaccinations.	Yes

2135[11](07)032	[11]	Authorized	AMC	Temporary Medical Restrictions to Flying Duties	32. Aircrew and Supernumerary Crew should not: a. Take any prescription medicine, drugs, tablets, remedies, or nicotine replacement therapy before flying unless prescribed or approved by a MAME. b. Use any over-the-counter medicines, drugs, tablets, or remedies within 24 hours of reporting for flying duties unless approved by a MAME, as the effect on an individual's fitness-to-fly may not be immediately apparent. c. Use any dietary supplements, homeopathic remedies or alternative medicines unless approved by a MAME. d. Fly for 7 days after a general, spinal, or epidural anaesthetic, or for 12 hours after a local or regional (dental) anaesthetic, unless the period is extended in consultation with a MAME. e. Fly for 12 hours after acupuncture treatment. f. Fly for 36 hours after donating blood, or as directed by a MAME. g. Fly for 24 hours after the application of mydriatic eye drops or agents (14 days in the case of atropine). h. Fly for 7 days after the donation of bone marrow or stem cell harvesting, after which they should consult a MAME prior to return to flying duties.	Yes
2135[11](07)033	[11]	Authorized	AMC	Temporary Medical Restrictions to Flying Duties	33. Aircrew and Supernumerary Crew should not fly: a. Within 12 hours of using compressed air breathing apparatus for swimming / diving, or within 24 hours if a depth of 10 m has been exceeded (unless 100% oxygen has been breathed throughout the dive after which immediate flying is permissible) or; b. Within 12 hours of experiencing hyperbaric pressures1[6] or; c. Within 24 hours of Short-Term Air Supply System training unless all the following apply: (1) Immersion has been less than 20 minutes. (2) Depth of immersion did not exceed three metres. (3) Cabin pressure altitude will be below 8000 ft. (4) An interval of 4 hours has elapsed between the end of training and commencing flying. [16] Such as cabin pressure testing. This does not apply to patients or attendants undertaking long treatment for decompression illness, refer to BRd 2806(4) - Therapeutic and Medical Management of Diving.	Yes
2135[11](07)034	[11]	Authorized	AMC	Temporary Medical Restrictions to Flying Duties	34. Aircrew and Supernumerary Crew should not fly at a cabin altitude above FL100 within 12 hours of exposure in a low-pressure chamber	No
2135[11](07)035	[11]	Authorized	AMC	Temporary Medical Restrictions to Flying Duties	35. Following exposure to any chemical warfare training agents, Aircrew and Supernumerary Crew should not: a. Conduct flying duties until all physical and psychological effects produced by the agent have cleared. b. Conduct flying duties for a minimum period of 12 hours following exposure to CS gas. c. Fly in any clothing or equipment that remains contaminated by the training.	Yes

2135[11](07)036	[11]	Authorized	AMC	Temporary Medical Restrictions to Flying Duties	36. Aircrew and Supernumerary Crew who have engaged in boxing (including sparring, but not including non-contact training) should not fly for 48 hours after a bout. Furthermore, they should be examined by a MAME before resuming flying duties.	Yes
2201[04]	[04]	Authorized	RA	2201 - RA (Issue 4) - Carriage of Maintenance Documents in UK Military Aircraft	Maintenance documents provide an audit trail of maintenance activities that have been carried out on military registered Air Systems. Loss of the information contained in these documents could jeopardize the Continuing Airworthiness of an Air System and increase Risk to Life as a consequence. This Regulation details the processes that are to be applied to maintain the protection of these documents when an Aircraft is deployed away from its parent Station, Ship or Unit, and ensures that they are available for quality assurance, data exploitation and investigations.	Yes
2201[04](01)	[04]	Authorized	Regulation	2201(1) - Regulation - Documents to be Carried	When an Aircraft is planned to land away from the parent Station / Ship / Unit, appropriate maintenance documents and publications shall be carried in the Aircraft.	Yes
2201[04](01)001	[04]	Authorized	AMC	2201(1).1 - AMC - Documents to be Carried	Whenever an Aircraft Commander plans to land away from the parent Unit, the appropriately-prepared Aircraft technical log (MOD Form 700 or equivalent) should be carried in the subject Aircraft or, if appropriate, in an accompanying Aircraft.	Yes
2201[04](01)002	[04]	Authorized	AMC	2201(1).2 - AMC - Documents to be Carried	If the Aircraft Commander plans to land at an airfield or Ship that is unfamiliar with the Aircraft type, appropriate technical publications to enable the safe handling and maintenance of the Aircraft should be carried in the Aircraft or in an accompanying Aircraft.	Yes
2201[04](01)003	[04]	Authorized	AMC	2201(1).3 - AMC - Documents to be Carried	Aviation Duty Holders and Accountable Managers (Military Flying) should promulgate the appropriate maintenance documents and publications to be carried.	Yes
2210[04]	[04]	Authorized	RA	2210 - RA (Issue 4) - Preventive Maintenance and Continuous Charge Operations	Preventative Maintenance comprises scheduled Maintenance, condition-based Maintenance and flight servicing; all of which are Maintenance activities that are to be carried out on an Air System prior to, or on completion of, a period of flying. Continuous Charge is when an Air System conducts multiple starts and stops, crew changes, refuelling operations or take off and landings within a single period of Preventative Maintenance. Flight beyond Preventative Maintenance limits may result in an increase in Risk to Life, therefore an Air System is to be operated within those limits, and the correct procedures followed during Continuous Charge operations.	Yes
2210[04](01)	[04]	Authorized	Regulation	2210(1) - Regulation - Preventive Maintenance Limitations	The Aircraft Commander shall not operate the Air System beyond the validity period of Preventive Maintenance.	Yes
2210[04](01)001	[04]	Authorized	AMC	2210(1).1 - AMC - Preventive Maintenance Limitations	Aviation Duty Holders and Accountable Managers (Military Flying) should issue orders that ensure an Aircraft Commander does not operate an Air System beyond the validity period of Preventative Maintenance.	Yes

2210[04](02)	[04]	Authorized	Regulation	2210(2) - Regulation - Continuous Charge Operations	To conduct Continuous Charge operations the Aircraft Commander shall: (1) Ensure any Maintenance undertaken on the Air System during a period of Continuous Charge is conducted by appropriately Authorized[1] personnel; (2) Record any Faults occurring during the period of operation; (3) Record any change of Aircraft Commander. [1] Refer to RA 4806 - Personnel Requirements (MRP 145.A.30).	Yes
2210[04](02)004	[04]	Authorized	AMC	2210(2).4 - AMC - Continuous Charge Operations	The Aircraft Commander should ensure that they, or another crew member, are Authorized to conduct any flight servicing or Pre-flight Maintenance[2] that is required during a period of Continuous Charge. [2] Refer to the Manual of Airworthiness Maintenance – Processes (MAM-P) – Chapter 4.1 - Types of Maintenance.	Yes
2210[04](02)005	[04]	Authorized	AMC	2210(2).5 - AMC - Continuous Charge Operations	During a period of Continuous Charge, the Aircraft Commander should: a. Complete flight servicing activities that become due in accordance with (iaw) the flight servicing schedule. These activities may be delegated to suitably Authorized engineering staff or another Authorized crew member, however the Aircraft Commander remains responsible for the conduct of the Maintenance. b. Ensure any Pre-flight Maintenance is conducted iaw the MAM-P Chapter 4.1[2] instructions governing Air System Maintenance whilst under Aircrew Charge. c. Ensure that all essential records are updated within the Air System technical log (MOD Form 700 or its equivalent). d. Record all Faults occurring during a period of Continuous Charge in the Air System technical log (MOD Form 700 or its equivalent). [2] Refer to the Manual of Airworthiness Maintenance – Processes (MAM-P) – Chapter 4.1 - Types of Maintenance.	Yes
2210[04](02)006	[04]	Authorized	AMC	2210(2).6 - AMC - Continuous Charge Operations	When permitted, a crew change, flight servicing, Pre-flight Maintenance or replenishment with engines / rotors running should only occur with specific Authorization from the Aircraft Commander.	Yes
2210[04](02)007	[04]	Authorized	AMC	2210(2).7 - AMC - Continuous Charge Operations	All Aircraft Commander changes that take place during Continuous Charge should be recorded in the Air System technical log (MOD Form 700 or its equivalent). For the MOD Form 700 the specific document is either the current Flight Servicing Certificate (FSC) or the Continuous Operation Crew Charge Certificate.	Yes

2210[04](02)008	[04]	Authorized	AMC	2210(2).8 - AMC - Continuous Charge Operations	An Aircraft Commander who takes over, or continues to be responsible for, an Air System on Continuous Charge with declared Faults should either: a. Certify their acceptance of those Faults, or; b. Declare the Air System unserviceable and return the Air System to the responsible Maintenance organization.	Yes
2211[03]	[03]	Authorized	RA	2211 - RA (Issue 3) - Authorization of Aircrew to Carry Out Maintenance Tasks	Aircrew may be required to conduct flight servicing to improve flexibility of use of Air Systems. Airworthiness will be compromised if this activity is conducted by inappropriately authorized personnel, therefore Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) are to ensure that Aircrew are appropriately trained and assessed as competent in order to be authorized for such activities.	Yes
2211[03](01)	[03]	Authorized	Regulation	2211(1) - Regulation - Authorization of Aircrew to Carry Out Flight Servicing	Aircrew required to carry out Flight Servicing shall be authorized and competent.	Yes
2211[03](01)001	[03]	Authorized	AMC	2211(1).1 - AMC - Authorization of Aircrew to Carry Out Flight Servicing	Prior to receiving authority to flight service (AFS), individual Aircrew should conduct appropriate training and demonstrate competence to carry out flight servicing. The competency check should demonstrate an adequate understanding of: a. The Air System technical publications. b. The Air System technical log (MOD Form 700 or equivalent). c. The relevant regulations within the MRP RA 4000 Series: Continuing Airworthiness Engineering. d. The relevant details within the Manual of Airworthiness Maintenance – Processes (MAM-P)[1]. [1] Refer to MAM-P Chapter 2.3 – Authorization of Aircrew to Carry Out Air System Maintenance Work.	Yes
2211[03](01)002	[03]	Authorized	AMC	2211(1).2 - AMC - Authorization of Aircrew to Carry Out Flight Servicing	ADH and AM(MF) should ensure that a formal record of Authorization is maintained[1]. [1] Refer to MAM-P Chapter 2.3 – Authorization of Aircrew to Carry Out Air System Maintenance Work.	Yes
2211[03](02)	[03]	Authorized	Regulation	2211(2) - Regulation - Authorization of Aircrew to Carry Out Air System Maintenance Work	Aircrew required to carry out a specified range of preventive and corrective maintenance activities pertinent to the type/mark of Air System or Air System equipment on which they are qualified to fly shall be authorized and competent.	Yes

2211[03](02)008	[03]	Authorized	AMC	2211(2).8 - AMC - Authorization of Aircrew to Carry Out Air System Maintenance Work	Prior to receiving Authorization to carry out Maintenance, individual Aircrew should undergo appropriate training and demonstrate competence to carry out Maintenance. The competency check should demonstrate an adequate understanding of: a. The Air System technical publications. b. The Air System technical log (MOD Form 700 or equivalent). c. The relevant regulations within the MRP RA 4000 Series: Continuing Airworthiness Engineering. d. The relevant details within the MAM-P[1]. [1] Refer to MAM-P Chapter 2.3 – Authorization of Aircrew to Carry Out Air System Maintenance Work.	Yes
2211[03](02)009	[03]	Authorized	AMC	2211(2).9 - AMC - Authorization of Aircrew to Carry Out Air System Maintenance Work	ADH and AM(MF) should ensure that a formal record of authorization is maintained[1]. [1] Refer to MAM-P Chapter 2.3 – Authorization of Aircrew to Carry Out Air System Maintenance Work.	Yes
2211[03](03)	[03]	Authorized	Regulation	2211(3) - Regulation - In-Flight Corrective Maintenance	In-flight corrective maintenance shall only be carried out at the specific request of the Aircraft Commander and shall be limited in scope.	Yes
2211[03](03)014	[03]	Authorized	AMC	2211(3).14 - AMC - In-Flight Corrective Maintenance	In-flight corrective maintenance should be limited to system reconfiguration, adjustments and component changes on a prescribed list of systems promulgated by the platform Type Airworthiness Authority (TAA)[7]. [7] Where the Air System is Civilian-Owned, ownership of regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model for Type Airworthiness (TAw) management; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA.	Yes
2211[03](03)015	[03]	Authorized	AMC	2211(3).15 - AMC - In-Flight Corrective Maintenance	In-flight corrective maintenance should only be conducted by authorized personnel.	Yes
2211[03](03)016	[03]	Authorized	AMC	2211(3).16 - AMC - In-Flight Corrective Maintenance	Any maintenance conducted in-flight should be recorded in accordance with MAM-P[8]. [8] Refer to MAM-P Chapter 4.1 – Types of Maintenance.	Yes
2211[03](04)	[03]	Authorized	Regulation	2211(4) - Regulation - Training of Aircrew to Enter a Cockpit Containing Aircraft Assisted Escape Systems (AAES)	Aircrew who require access to a cockpit containing AAES shall be appropriately trained.	No

2211[03](04)019	[03]	Authorized	AMC	2211(4).19 - AMC - Training of Aircrew to Enter Cockpits Containing Aircraft Assisted Escape Systems (AAES)	ADH and AM(MF) should ensure that appropriate training is conducted for the particular Air System, and detail the periodicity of continuation training. All training should be recorded on appropriate auditable training documents.	No
2220[03]	[03]	Authorized	RA	2220 - RA (Issue 3) - Maintenance Test Flights	Flight Tests are conducted to confirm the performance, mission effectiveness or handling qualities and to perform diagnostic analysis of an Air System following maintenance. Before the Air System is confirmed as serviceable there is an increased Risk to Life and therefore the conduct of a Flight Test requires specific competency and authorization.	Yes
2220[03](01)	[03]	Authorized	Regulation	2220(1) - Regulation - The Flight Test Schedule	Flight testing shall be carried out in accordance with the Flight Test Schedule (FTS)	Yes
2220[03](01)001	[03]	Authorized	AMC	2220(1).1 - AMC - The Flight Test Schedule	Both Maintenance Test Flights (MTF) and Partial Test Flights (PTF) should be conducted in accordance with the FTS for the Air System.	Yes
2220[03](01)002	[03]	Authorized	AMC	2220(1).2 - AMC - The Flight Test Schedule	MTF should not be flown while the Air System is under a period of continuous charge.	Yes
2220[03](01)003	[03]	Authorized	AMC	2220(1).3 - AMC - The Flight Test Schedule	PTF should not be flown while the Air System is under a period of continuous charge unless the aircrew can confirm component or system serviceability.	Yes
2220[03](02)	[03]	Authorized	Regulation	2220(2) - Regulation - Aircrew Competency and Authorization for Flight Tests	Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) shall establish and promulgate in Orders the Suitably Qualified and Experienced Person (SQEP) and authorization requirements for the conduct of Flight Tests.	Yes
2220[03](02)007	[03]	Authorized	AMC	2220(2).7 - AMC - Aircrew Competency and Authorization for MTF/PTF	ADH and AM(MF) should maintain a record of all aircrew assessed as SQEP to conduct Flight Tests.	Yes
2220[03](02)008	[03]	Authorized	AMC	2220(2).8 - AMC - Aircrew Competency and Authorization for MTF/PTF	Flight tests should normally be conducted during the day and in Visual Meteorological Conditions. ADH and AM(MF) should establish and define additional orders for flight tests that take place at night or in Instrument Meteorological Conditions.	Yes
2301[05]	[05]	Authorized	RA	2301 - RA (Issue 5) - Responsibility for an Air System	Responsibility for an Air System is transferred between the Continuing Airworthiness Management Organisation and the Aircrew when flying operations take place. A failure to correctly record this process could result in a breakdown in maintenance activity and increase Risk to Life. It is necessary to record the transfer of custody and responsibility of an Air System when it is released to and from flying operations, or has a flying requirement or taxi check raised post maintenance, to ensure that an auditable record exists.	Yes
2301[05](01)	[05]	Authorized	Regulation	2301(1) - Regulation - Transfer of Custody of Air Systems	Custody of and responsibility for an Air System shall transfer to the Aircraft Commander from the time the acceptance certificate is signed until the after-flight declaration is completed.	Yes
2301[05](01)001	[05]	Authorized	AMC	2301(1).1 - AMC - Transfer of Custody of Air Systems	The Aircraft Commander should ensure that they are satisfied with the declared condition of the Air System when the acceptance certificate is signed. If they are not satisfied, they should declare the Air System unserviceable.	Yes
2301[05](01)002	[05]	Authorized	AMC	2301(1).2 - AMC - Transfer of Custody of Air Systems	Once custody of the Air System has been accepted, the Aircraft Commander should authorize and monitor any subsequent maintenance activity that may be required prior to, or during flight.	Yes

2301[05](01)003	[05]	Authorized	AMC	2301(1).3 - AMC - Transfer of Custody of Air Systems	The Aircraft Commander should ensure that the technical log (MOD Form 700 or equivalent) has been updated to reflect the condition of the Air System when the after-flight declaration is completed and that the symptoms of any new Air System faults have been adequately briefed to the receiving maintenance organization.	Yes
2301[05](02)	[05]	Authorized	Regulation	2301(2) - Regulation - Flying Requirements Post Maintenance	The Aircraft Commander shall familiarize themselves with any flying requirements or taxi checks raised as a result of maintenance conducted prior to flight.	Yes
2301[05](02)007	[05]	Authorized	AMC	2301(2).7 - AMC - Flying Requirements Post Maintenance	On completion of the flight, the Responsible Aircrew Member should document the result of the flying requirement or taxi check in the appropriate section of the Air System technical log (MOD Form 700 or equivalent).	Yes
2301[05](03)	[05]	Authorized	Regulation	2301(3) - Regulation - Air System Acceptance Checks	The Aircraft Commander shall ensure that all necessary acceptance checks (walk-round) are carried out before flight.	Yes
2301[05](03)009	[05]	Authorized	AMC	2301(3).9 - AMC - Air System Acceptance Checks	The Aircraft Commander or Responsible Aircrew Member should undertake acceptance checks personally unless operating conditions (such as the use of Operational Readiness Servicing (ORS)) make this impractical.	Yes
2301[05](03)010	[05]	Authorized	AMC	2301(3).10 - AMC - Air System Acceptance Checks	If the Aircraft Commander chooses to delegate the acceptance checks to a Responsible Aircrew Member, the person undertaking these checks should report any significant observations to the Aircraft Commander before flight.	Yes
2301[05](04)	[05]	Authorized	Regulation	2301(4) - Regulation - Exceeding Parameters and Hazardous Incidents	The Aircraft Commander shall inform the responsible maintenance organization when an Air System in their custody has been exposed to an event that might adversely affect its serviceability.	Yes
2302[04]	[04]	Authorized	RA	2302 - RA (Issue 4) - Responsibilities in the Air	Aircrew are required to operate UK Military Registered Air Systems in inherently hazardous regimes in order to achieve their mission. If Aircrew do not fully understand their responsibilities in the air with regard to safe Air System operations, Risk to Life may not be reduced to a level that is As Low As Reasonably Practicable (ALARP) and Tolerable. This regulation requires Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) to produce orders and instructions detailing Aircrew responsibilities in the air for their Area of Responsibility (AoR).	Yes
2302[04](01)	[04]	Authorized	Regulation	2302(1) - Regulation - Responsibilities in the Air	All Aircrew shall ensure that the mission, sortie or task, for which they have been Authorized, is executed in a manner that minimizes the risk and hazards to the Air System, its occupants, ground crew, other airspace users and third parties over which their Air Systems are flown.	Yes
2302[04](01)001	[04]	Authorized	AMC	2302(1).1 - AMC - Responsibilities of the Air	ADH and AM(MF) should issue orders or instructions detailing the duties and responsibilities in the air for all Aircrew under their command or control.	Yes
2302[04](01)002	[04]	Authorized	AMC	2302(1).2 - AMC - Responsibilities of the Air	Aircrew should ensure that they are familiar with the relevant regulations, orders, instructions and laws which are applicable to them, and diligently conduct themselves so as to remain within any boundaries set therein.	Yes
2302[04](01)003	[04]	Authorized	AMC	2302(1).3 - AMC - Responsibilities of the Air	Aircrew should be responsible for the safe operation of any equipment and services under their control, and report to the Aircraft Commander any action, fault, failure, malfunction or defect that may affect the Airworthiness or safe operation of the Air System.	Yes
2302[04](01)004	[04]	Authorized	AMC	2302(1).4 - AMC - Responsibilities of the Air	ADH and AM(MF) should specify in orders the minimum crew to be carried in each type and / or mark of Air System within their AoR.	Yes

2305[06]	[06]	Authorized	RA Rationale	Supervision of Flying	Across the Defence Aviation Environment, numerous activities take place that whilst enhancing capability and operational effectiveness, also provide a complex set of Risks that need to be understood and carefully managed. Without effective leadership and senior supervision, Aircrew could be exposed to greater Risk to Life (RtL) than is necessary. This Regulatory Article (RA) requires Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) to appoint a named Suitably Qualified and Experienced Person (SQEP) who is individually responsible for the supervision of flying operations to ensure that the Risk / benefit balance is appropriate, and that they are conducted in accordance with (iaw) the ADH and AM(MF) Air Safety objectives.	Yes
2305[06](01)	[06]	Authorized	Regulation	Supervision of Flying	2305(1) ADH and AM(MF) shall appoint SQEP individuals to supervise the flying operations for which they are responsible and promulgate appropriate orders detailing their duties.	Yes
2305[06](01)001	[06]	Authorized	AMC	Supervision of Flying	1. Flying Supervisors should: a. Be appointed by the appropriate ADH or AM(MF). b. Have previously held the role of a Flying Authorizer[1]. c. Have completed and maintain currency for the MAA Centre of Air Safety Training Flying Supervisors Course[2]. d. Have experience and qualifications appropriate to their role as a Flying Supervisor. e. Normally hold a Certificate of Qualification on Type on the Aircraft for which they are responsible. Where this is not the case, ADH or AM(MF) orders should detail appropriate mitigations. f. Have overall responsibility for the safety of flying operations within their Area of Responsibility (AoR) as directed by the relevant ADH or AM(MF). g. Ensure receipt of Terms of Reference (ToR) detailing their supervisory responsibilities. h. Co-ordinate with the relevant Duty Holder-Facing organizations, such as Air Traffic Management (ATM), on any Air Safety matters relevant to their responsibilities	Yes

2305[06](01)002	[06]	Authorized	AMC	Supervision of Flying	2. ADH or AM(MF) should: a. Appoint Flying Supervisors within their AoR and promulgate lists of individuals appointed by name with any limitations that may apply. b. Ensure that Flying Supervisors in their AoR possess appropriate knowledge of the flying location(s), the relevant Aircraft type(s) and System(s), and individual Aircrew. c. Define the experience, qualifications and responsibilities of Flying Supervisors in Orders and ToR. d. Issue ToR to Flying Supervisors. e. Personally brief each Flying Supervisor on the requirements of their flying supervision duties. This brief should ensure that Flying Supervisors: (1) Understand ADH or AM(MF)'s Risk tolerability boundaries. (2) Understand that they are empowered to cease flying if they consider that the Risks of continued operations are no longer As Low as Reasonably Practicable (ALARP) and Tolerable. f. Define the weather limits, including sea states and wind limitations above which Flying Supervisor consideration is to be given to the halting of routine flying or flying during exercises.	Yes
2305[06](01)003	[06]	Authorized	AMC	Supervision of Flying	3. Commanders of flying Units, Squadrons, Flights and Flight Operations postholders should ensure that: a. Local orders, appropriate to the construct of the Unit / Squadron, are issued for the supervision of flying iaw ADH or AM(MF) orders. b. Flying Supervisor(s) are nominated appropriate to the construct of the Unit / Squadron, to be immediately contactable and available during the period, and to oversee all flying conducted on the Unit / Squadron. c. Where necessary, appropriate arrangements are in place to enable oncall Aircraft (eg QRA, SAROPS etc) to launch outside normal working hours and / or in poor weather conditions without immediate supervision.	Yes
2305[06](01)004	[06]	Authorized	AMC	Supervision of Flying	4. Operations away from home base. Flying Supervisors should ensure Aircrew operating away from home base conform to the local flying orders applicable at the detached location. For overseas detachments Flying Supervisors should also ensure that Aircrew conform to national regulations and procedures. Where conflict exists between their normal operating criteria and the national or local flying orders, the more stringent should be applied. ADH or AM(MF) should ensure that an appropriate reach-back mechanism to receive higher-level supervision for those Aircrew operating away from home base is detailed in orders	Yes
2305[06](01)005	[06]	Authorized	AMC	Supervision of Flying	5. Flights operating in or over foreign territory[3]. Iaw international law, Flying Supervisors should ensure that appropriate diplomatic clearance iaw AP1158[4] is obtained.	Yes
2305[06](01)006	[06]	Authorized	AMC	Supervision of Flying Flights outside the UK Flight Information Region (FIR)	6. Flying Supervisors should ensure that the agreed procedures for notification through ATM channels are complied with when operating outside the UK FIR or Upper Information Region, unless operating under 'due regard'[5].	Yes

2305[06](01)007	[06]	Authorized	AMC	Supervision of Flying Flights outside the UK Flight Information Region (FIR)	7. For organizations without a direct military chain of command, such as Contractor Flying Approved Organization Scheme (CFAOS) organizations, the AM(MF) should inform the MOD of the intended operating area by emailing the appropriate Air Staff desk officer in MOD[6] to ensure the MOD provides appropriate political approval if required.	Yes
2305[06](02)	[06]	Authorized	Regulation	Embarked Aviation Operations	2305(2) Withdrawn – Incorporated into RA 2309.	No
2305[06](02)012	[06]	Authorized	AMC	Embarked Aviation Operations	12. Withdrawn – Incorporated into RA 2309.	No
2305[06](03)	[06]	Authorized	Regulation	Air System Limitations	2305(3) Withdrawn – Incorporated into RA 2309.	No
2305[06](03)014	[06]	Authorized	AMC	Air System Limitations	14. Withdrawn – Incorporated into RA 2309.	No
2305[06](04)	[06]	Authorized	Regulation	Aircrew Briefing	2305(4) ADH and AM(MF) shall define specific responsibilities for the supervision and co-ordination of all mission planning and Aircrew briefing.	Yes
2305[06](04)016	[06]	Authorized	AMC	Aircrew Briefing	16. Flying Supervisors should: a. Ensure that pre-flight and post-flight mission and sortie briefs are conducted in a thorough and professional manner. b. Conduct periodic checks of the quality and content of Aircrew flight planning and briefings. Details of this requirement should be included in the Flying Supervisor's ToR. c. Ensure that all Aircrew have access to suitable aeronautical planning and briefing facilities to include at least: (1) An ability to access all relevant mission / flight planning information in a timely manner. (2) Adequate accommodation to conduct mission / flight planning without distraction and in reasonable comfort.	Yes
2305[06](05)	[06]	Authorized	Regulation	Air Exercise Planning and Airspace Integration	2305(5) Withdrawn – Incorporated into RA 2309.	No
2305[06](05)020	[06]	Authorized	AMC	Air Exercise Planning and Airspace Integration	20. Withdrawn – Incorporated into RA 2309.	No
2305[06](06)	[06]	Authorized	Regulation	Taxiing of Aircraft	2305(6) Withdrawn – Incorporated into RA 2309.	No
2305[06](06)022	[06]	Authorized	AMC	Taxiing of Aircraft	22. Withdrawn – Incorporated into RA 2309.	No
2306[04]	[04]	Authorized	RA	2306 - RA (Issue 4) - Authorization of Flights	Authorization is the authority given to an Aircraft Commander to fly a particular Air System on a specified mission or duty. In the course of normal operations a disregard for the direction that is implicit within Authorization may increase the Risk to Life to a level that is not As Low As Reasonably Practicable and Tolerable. This Regulation provides Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) with an immediate level of assurance and direction.	Yes
2306[04](01)	[04]	Authorized	Regulation	2306(1) - Regulation - Authorization of Flights	All flights by UK Military Air Systems shall be Authorized.	Yes
2306[04](01)001	[04]	Authorized	AMC	2306(1).1 - AMC - Authorization of Flights	ADH and AM(MF) should publish, by appointment, those personnel who may delegate powers of Authorization.	Yes
2306[04](01)002	[04]	Authorized	AMC	2306(1).2 - AMC - Authorization of Flights	ADH and AM(MF) should promulgate lists of individuals who have powers of Authorization by name or appointment and any limitations that apply. Authorizing Officers should receive Terms of Reference detailing their responsibilities.	Yes

2306[04](01)003	[04]	Authorized	AMC	2306(1).3 - AMC - Authorization of Flights	ADH and AM(MF) should detail in orders the processes to be followed for the Authorization of flights.	Yes
2306[04](01)004	[04]	Authorized	AMC	2306(1).4 - AMC - Authorization of Flights	Duties of the Authorizing Officer. The Authorizing Officer should as a minimum: a. Detail the Aircraft Commander, and if applicable, the Formation Leader. b. Ensure that the Aircraft Commander, and/or the Formation Leader or leaders understand the aims of the tasked mission or duty. c. Ensure that the Aircraft Commander, and if applicable, the Formation Leader is capable of carrying out their responsibilities as detailed in these regulations or other applicable directives or orders issued by a subordinate authority. d. Ensure that the Aircraft Commander or Formation Leader has thoroughly planned their mission, alternate mission or duty. e. Ensure that the crew or formation members are qualified, in current flying practice, and capable of executing the tasked mission, alternate mission or duty as planned without undue hazard. f. Define the duties of each member of Aircrew (eg P1, Commander) in the flight authorization record[1], before flight. g. Accurately state in the flight Authorization record the nature of the planned duty or exercise. H. If necessary, alter the mission or crew, place further limitations on, or ultimately cancel the sortie. i. Ensure that all aspects of the authorization are recorded in sufficient detail in an appropriate Authorization record. J. Consider the impact of any synthetic training conducted immediately prior to	Yes
2306[04](01)005	[04]	Authorized	AMC	2306(1).5 - AMC - Authorization of Flights	Methods of Authorization. UK Military Air Systems should not be flown unless the flight has been Authorized, normally in writing, and the Aircraft Commander has signified that they understand the mission or duty by initialling the appropriate Authorization record. Electronic Authorization should only be used where it is at least as robust as written Authorization; in particular it should be capable of immediate audit and hard copy reproduction. Exceptionally, if an Authorizing Officer and/or Aircraft Commander is unable to carry out the procedure for written Authorization, verbal Authorization should be given instead. The Authorization record should be annotated to reflect the granting of verbal Authorization as soon as possible.	Yes
2306[04](01)006	[04]	Authorized	AMC	2306(1).6 - AMC - Authorization of Flights	Aircrew Capability. Authorizing Officers should pay particular attention to Aircrew competency and qualifications, and apply Aircrew fatigue management considerations when Authorizing a flight.	Yes

2306[04](01)007	[04]	Authorized	AMC	2306(1).7 - AMC - Authorization of Flights	Day/Night Flying Considerations. Unless prior arrangements have been made for night flying, Aircrew should only be Authorized for flight if the Authorizing Officer is satisfied that they will arrive at their destination before the end of evening civil twilight. Furthermore, where bad weather influences light levels, the Authorizing Officer should consider applying a greater safety margin and stipulate the latest hour at which the Air System is to arrive at its destination.	Yes
2306[04](01)008	[04]	Authorized	AMC	2306(1).8 - AMC - Authorization of Flights	Meteorological Considerations. The Authorizing Officer should assure themself that due consideration has been given to meteorological conditions, and be prepared to adjust the sortie profile accordingly.	Yes
2306[04](01)009	[04]	Authorized	AMC	2306(1).9 - AMC - Authorization of Flights	Authorization of Passenger Flights. The names of passengers should be entered in the Authorization record, whenever practicable, or recorded on passenger manifests.	Yes
2306[04](01)010	[04]	Authorized	AMC	2306(1).10 - AMC - Authorization of Flights	Flying during Exercises. Authorizing Officers should, where possible, follow standard Authorizing procedures; moreover, the proper degree of flying supervision is to be maintained. However, when an exercise scenario makes normal Authorization impracticable a general 'exercise' Authorization should be given.	Yes
2306[04](01)011	[04]	Authorized	AMC	2306(1).11 - AMC - Authorization of Flights	Flying during Operations. ADH should stipulate occasions when operational requirements preclude explicit Authorization and how those situations should be managed. However, the Authorizing Officer should, where possible, follow standard Authorizing procedures.	Yes
2307[10]	[10]	Authorized	RA	2307 - RA (Issue 10) - Rules of the Air	The Defence Air Environment comprises a wide range of military registered Aircraft. These vary in size, manoeuvrability and speed yet share the same airspace with each other and many civilian registered ►Aircraft.◄ Such variety could present a Hazard if operated in an inconsistent or unexpected manner. In the UK, civilian registered ►Aircraft◄ achieve consistency by adhering to the Air Navigation Order (ANO) and Standardized European Rules of the Air (SERA); however, the majority of the ANO and SERA do not apply to military registered Air Systems. This Regulatory Article ensures operators of military registered Air Systems comply with the relevant requirements of the ANO and SERA and, when the unique nature of military flying requires deviation from the ANO and SERA, such ►Aircraft◄ are operated in a manner that provides an Air Safety outcome at least as good as the rules for civilian registered ►Aircraft.◄	Yes
2307[10](01)	[10]	Authorized	Regulation	2307(1) - Regulation - Rules of the Air	The Aircraft Commander and / or handling pilot shall follow the Rules of the Air.	Yes
2307[10](01)001	[10]	Authorized	AMC	2307(1).1 - AMC - Avoidance of Collisions	1. Notwithstanding that a flight is being made with Air Traffic Control (ATC) clearance, the Aircraft Commander or handling pilot should take all possible measures to ensure that their Aircraft does not collide with other Aircraft, obstacles or terrain.	Yes
2307[10](01)002	[10]	Authorized	AMC	2307(1).2 - AMC - Avoidance of Collisions	2. An Aircraft should not be flown in such proximity to other Aircraft as to create a danger of collision.	Yes

2307[10](01)003	[10]	Authorized	AMC	2307(1).3 - AMC - Avoidance of Collisions	3. Aircraft should not be flown in Formation, except in an emergency or under operational tasking, unless the Aircraft Commanders have agreed to do so and have been authorized for that activity1. Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) should stipulate when and how Formation Flying ►will◄ be Authorized. Orders and instructions should include as a minimum: a. Briefing requirements; b. Numbers of Aircraft permitted; c. Authorization criteria, including Formation Lead; d. Minimum distance between Formation members; e. Formation Flying in controlled airspace; f. Weather minima; g. Occasions when Formation Flying is authorized between dissimilar types or when non-UK Military ►Aircraft◄ are involved. 1 Refer to RA 3234 – Air System Formations, which details procedures for safe and efficient flight when in formation.	Yes
2307[10](01)004	[10]	Authorized	AMC	2307(1).4 - AMC - Avoidance of Collisions	4. Tactical Training. ADH / AM(MF) should stipulate the occasions when it might be necessary to depart from the Rules of the Air for the Avoidance of Collisions for the purposes of tactical training. Alternative procedures and methods of achieving separation criteria should be promulgated, briefed and Authorized.	Yes
2307[10](01)005	[10]	Authorized	AMC	2307(1).5 - AMC - Avoidance of Collisions	5. An Aircraft that is obliged by these Rules of the Air to keep out of the way of another Aircraft should avoid passing over, under or in front of the other Aircraft unless it passes well clear and takes into account the effect of the Aircraft's wake turbulence.	Yes
2307[10](01)006	[10]	Authorized	AMC	2307(1).6 - AMC - Avoidance of Collisions	6. An Aircraft that has right of way under the Rules of the Air should be flown at a constant course and speed, unless Safety dictates otherwise.	Yes
2307[10](01)007	[10]	Authorized	AMC	2307(1).7 - AMC - Avoidance of Collisions	7. The Aircraft Commander of an Aircraft who is aware that the manoeuvrability of another Aircraft is impaired should give way to that Aircraft.	Yes
2307[10](01)008	[10]	Authorized	AMC	2307(1).8 - AMC - Avoidance of Collisions	8. For the purposes of this Regulation, an Aircraft towing a sailplane2 or other object should be considered to be a single ►Aircraft◄ under the command of the Aircraft Commander of the towing ►Aircraft.◄ 2 A heavier than air Aircraft that does not depend on an engine including gliders, hang gliders, paragliders, and other comparable craft.	Yes
2307[10](01)009	[10]	Authorized	AMC	2307(1).9 - AMC - Avoidance of Collisions	9. Formations of Aircraft are normally less manoeuvrable than single Aircraft and are unable to take sudden avoiding action. The handling pilots of single Aircraft should therefore give way to, and keep clear of, Formations of Aircraft.	Yes
2307[10](01)010	[10]	Authorized	AMC	2307(1).10 - AMC - Avoidance of Collisions	10. ►Airborne◄ Collision Avoidance Systems (ACAS), where fitted, should be operated in accordance with (iaw) the Air System Document Set. pilots should use standard radiotelephony phraseology iaw CAP 4133. 3 Refer to CAP 413 – Radiotelephony Manual.	Yes

2307[10](01)011	[10]	Authorized	AMC	2307(1).11 - AMC - Avoidance of Collisions	11. Use of ACAS Equipment fitted with Resolution Advisory Mode. When fitted, ACAS equipment capable of Resolution Advisory mode should normally have this mode selected. A Resolution Advisory warning should be actioned according to the instruction issued. ADH / AM(MF) should promulgate orders or instructions detailing the circumstances when selection of Traffic Advisory-only (TA only) mode, or standby / off mode is permitted.	Yes
2307[10](01)012	[10]	Authorized	AMC	2307(1).12 - AMC - Avoidance of Collisions	12. Aircraft Converging. When two Aircraft are converging at approximately the same level, the Aircraft that has the other on its right should give way, except as follows: a. Powered Aircraft should give way to airships, sailplanes and balloons; b. Airships should give way to sailplanes and balloons; c. Sailplanes should give way to balloons; d. Powered Aircraft should give way to Aircraft towing other Aircraft or other objects.	Yes
2307[10](01)013	[10]	Authorized	AMC	2307(1).13 - AMC - Avoidance of Collisions	13. ►Aircraft◄ Approaching Head-On. When two Aircraft are approaching head-on, or approximately so, in the air and there is a danger of collision, each handling pilot should alter course to the right, unless to do so would force a crossing of flight paths.	Yes
2307[10](01)014	[10]	Authorized	AMC	2307(1).14 - AMC - Avoidance of Collisions	14. Aircraft Overtaking. An Aircraft that is being overtaken in the air has the right of way, and the handling pilot of the overtaking Aircraft, whether climbing, descending or in horizontal flight, should keep out of the way of the other Aircraft by altering course to the right. The handling pilot of the overtaking Aircraft should keep out of the way of the other Aircraft until that other Aircraft has been passed and is clear, notwithstanding any change in relative positions of the two Aircraft. This does not apply to sailplanes overtaking other sailplanes, which should pass clear by altering course to the right or left, whichever is the most appropriate.	Yes
2307[10](01)015	[10]	Authorized	AMC	2307(1).15 - AMC - Avoidance of Collisions	15. Air Traffic Zones. Aircraft should not enter Air Traffic Zones including Aerodrome Traffic Zones (ATZ) and Military Aerodrome Traffic Zones (MATZ) without prior permission of the controlling authority.	Yes
2307[10](01)016	[10]	Authorized	AMC	2307(1).16 - AMC - Avoidance of Collisions	16. Glider and Micro-light Sites. During published hours of operation, Aircraft should avoid permanent glider sites by a minimum of the following margins, unless otherwise specified: a. Permanent Glider Sites. 2000 ft Above Ground Level (AGL) and 2 nm radius. b. Permanent Micro-light Sites. 2000 ft AGL and 1 nm radius.	Yes

2307[10](01)017	[10]	Authorized	AMC	2307(1).17 - AMC - Avoidance of Collisions	17. Flight in the Vicinity of an Aerodrome4. In addition to the avoidance criteria listed in the UK Military Low Flying Handbook (UKMLFH), Aircraft Commanders should avoid flying in the vicinity of an Aerodrome unless authorized by ATC. Where an Aerodrome does not have ATC, Aircraft Commanders should avoid that location unless they can positively confirm whether or not other Aircraft are operating and: a. Conform with or avoid the pattern of traffic formed by other Aircraft in operation; b. Deconflict from other Aircraft operating at that location; c. All turns should be left, when approaching for landing and after taking off, unless otherwise promulgated. 4 Refer to MAA02: MAA Master Glossary for definition.	Yes
2307[10](01)018	[10]	Authorized	AMC	2307(1).18 - AMC - Avoidance of Collisions	18. Aircraft Landing. Handling pilots of Aircraft in flight or on the ground or water should give way to Aircraft landing or on final approach to land or water.	Yes
2307[10](01)019	[10]	Authorized	AMC	2307(1).19 - AMC - Avoidance of Collisions	19. When two or more Aircraft are approaching any place for the purpose of landing, the handling pilot of the Aircraft at the lower altitude possesses the right of way but should not cut in front of another Aircraft that is on final approach to land or overtake that Aircraft. However, the following exceptions apply: a. When an ATC unit has communicated to any Aircraft an order of priority of landing, the handling pilot should approach to land in that order; b. When the handling pilot is aware that another Aircraft is making an emergency landing, they should give way to that Aircraft unless specifically instructed to do otherwise by ATC. Notwithstanding that the handling pilot that gives way may have previously received permission to land, the handling pilot should not attempt to land until they have received further permission to do so.	Yes
2307[10](01)020	[10]	Authorized	AMC	2307(1).20 - AMC - Avoidance of Collisions	20. Aircraft Take-off. An Aircraft taxiing on the manoeuvring area of an Aerodrome should give way to an Aircraft taking off or about to take off.	Yes
2307[10](01)021	[10]	Authorized	AMC	2307(1).21 - AMC - Avoidance of Collisions	21. The handling pilot of an Aircraft should take off and land: in the direction indicated by ATC; by the ground signals indicated; or, if no signals are displayed, into the wind unless good aviation practice demands otherwise.	Yes
2307[10](01)022	[10]	Authorized	AMC	2307(1).22 - AMC - Avoidance of Collisions	22. The handling pilot of an Aircraft should not land on a Runway at an Aerodrome if the Runway is not clear of other Aircraft, unless otherwise authorized by the controlling ATC unit.	Yes
2307[10](01)023	[10]	Authorized	AMC	2307(1).23 - AMC - Avoidance of Collisions	23. Where take-off and landing are not confined to a Runway: a. The handling pilot of an Aircraft, when landing, should leave clear on their left any Aircraft which has landed or is already landing or about to take off. If such an Aircraft is about to turn it should turn to the left after the handling pilot has satisfied themself that such action will not interfere with other traffic movements. b. The handling pilot of an Aircraft about to take off should take up position and manoeuvre in such a way as to leave clear on their left any other Aircraft which has already taken off or is about to take off.	Yes

2307[10](01)024	[10]	Authorized	AMC	2307(1).24 - AMC - Avoidance of Collisions	24. After landing, the handling pilot of an Aircraft should move clear of the landing area as soon as it is safe to do so unless otherwise authorized by an ATC unit.	Yes
2307[10](01)025	[10]	Authorized	AMC	2307(1).25 - AMC - Avoidance of Collisions	25. Right of Way on the Ground. Vehicles and vehicles towing an Aircraft should give way to Aircraft that are landing, taking off or taxiing. Vehicles (whether towing an Aircraft or not) meeting other vehicles (whether towing an Aircraft or not) should follow the principles in para 26.	Yes
2307[10](01)026	[10]	Authorized	AMC	2307(1).26 - AMC - Avoidance of Collisions	26. Right of Way for Taxiing Aircraft. In case of danger of collision between two Aircraft taxiing on the movement area of an Aerodrome, the following should apply: a. When two Aircraft are approaching head-on, or approximately so, each should stop or where practicable alter course to the right so as to keep well clear. b. When two Aircraft are on a converging course, the one which has the other on its right should give way. c. An Aircraft which is being overtaken by another Aircraft should have the right-of-way and the overtaking Aircraft should keep well clear of the other Aircraft.	Yes
2307[10](01)027	[10]	Authorized	AMC	2307(1).27 - AMC - Avoidance of Collisions	27. Movement of Aircraft on Aerodromes. The handling pilot of an Aircraft should not taxi on the Movement Area or cross an active Runway without positive ATC Clearance, or where the Aerodrome has an Aerodrome Flight Information Service (FIS) unit for the time being notified on watch, without permission of that unit. Where ATC or FIS facilities are not available, permission should be sought from the person in charge of the Aerodrome.	Yes
2307[10](01)028	[10]	Authorized	AMC	2307(1).28 - AMC - Avoidance of Collisions	28. Collision Avoidance during Instrument Meteorological Conditions (IMC) Flight. To reduce the Risk of a collision, flight in IMC should only be conducted in ►one or more of◄ the following circumstances: a. When in receipt of a radar or procedural service; b. When following a published approach or departure procedure; c. In an emergency; d. Where specific approval is given in orders issued by ADH or AM(MF).	Yes
2307[10](01)029	[10]	Authorized	AMC	2307(1).29 - AMC - Avoidance of Collisions	29. In IMC Flight where a radar or procedural service is not available or cannot be obtained, handling pilots should fly at cruising levels as defined in the UK Aeronautical Information Publications (AIP) based on the standard altimeter setting 1013.2 hPa, above Transition Altitude (TA) or the Safety Altitude, whichever is higher.	Yes
2307[10](01)030	[10]	Authorized	AMC	2307(1).30 - AMC - Avoidance of Collisions	30. In the event of unavoidable or inadvertent entry into IMC handling pilots should make every effort to obtain an Air Traffic Service (ATS). If a radar service is unavailable, wherever possible handling pilots should avoid areas of known or expected airborne activity such as airfield approach and departure lanes, sailplane sites or areas of off-shore helicopter activity.	Yes
2307[10](01)031	[10]	Authorized	AMC	2307(1).31 - AMC - Avoidance of Collisions	31. Royal Low-Level Corridors (RLLC). Military Aircraft should only operate in RLLC iaw RA 32375. 5 Refer to RA 3237 – Royal Low Level Corridors.	Yes

2307[10](01)032	[10]	Authorized	AMC	2307(1).32 - AMC - Low Flying	32. Low Flying is a specific area in which the UK Military deviates from the civilian Rules of the Air. The UK Military Low Flying Regulations described in RA 23306 and the procedures described in the UKMLFH should be followed by all Aircraft operating below 2000 ft AGL / above mean sea level (AMSL). Light propeller driven Aircraft and Rotary Wing Aircraft are considered to be Low Flying when operating at less than 500 ft AGL / AMSL, but are considered to be in the UK Low Flying System when operating at less than 2000 ft, AGL.	Yes
2307[10](01)033	[10]	Authorized	AMC	2307(1).33 - AMC - ‘Due Regard’	33. Flying that is conducted outside the UK Flight Information Region (FIR) and Upper Information Region (UIR), in international airspace, but not conducted under International Civil Aviation Organization (ICAO) flight procedures►7◄, should only be carried out under ‘Due Regard’ and approved by the ADH ►/ AM(MF)◄ or operational commander8. 7 ►AM(MF) should contact the MAA to discuss suitability prior to operating under principles of ‘Due Regard’.◄ 8 Refer to RA 1020 – Aviation Duty Holder and Aviation Duty Holder-Facing Organizations - Roles and Responsibilities.	Yes
2307[10](01)034	[10]	Authorized	AMC	2307(1).34 - AMC - ‘Due Regard’	34. ‘Due Regard’ carries a personal responsibility on the part of the Aircraft Commander and / or handling pilot to maintain separation from other Aircraft, vessels and objects (such as offshore platforms). ►ICAO guidance on ‘Due Regard’ highlights that ADH / AM(MF) and crew should ensure that they are fully informed about, and conversant with, all the following in respect of the area of activity: a. The type(s) of civil Aircraft operations; b. The ATS airspace organization and responsible ATS unit(s); c. ATS routes and their dimensions; d. Relevant Regulations and special rules, including airspace restrictions.	Yes
2307[10](01)035	[10]	Authorized	AMC	2307(1).35 - AMC - ‘Due Regard’	35. Aircraft operating under ‘Due Regard’ should be subject to one or more of the following conditions: a. Aircraft should be operated under Visual Flight Rules (VFR) and in Visual Meteorological Conditions (VMC); b. Aircraft should be operated under the radar surveillance and control of a surface or airborne radar facility; c. Aircraft should be equipped with airborne radar and qualified operators sufficient to provide separation between themselves and other Aircraft; d. In the absence of the ability to comply with para 35.a, b, or c, Aircraft should be operated such that conflicting Aircraft can be detected and information relayed to the Aircraft Commander in such a way that they can then make timely decisions on appropriate deconfliction action and act accordingly.	Yes

2307[10](01)036	[10]	Authorized	AMC	2307(1).36 - AMC - 'Due Regard'	36. In the event that civil Aircraft are permitted to operate through an area of military activity, military staff conducting the activity should also be fully informed of, and familiar with: a. The means and methods of identifying civil Aircraft; b. Means and method(s) of co-ordination with the ATS unit(s) and; c. Terminology and phraseologies for use in communications with ATS units or, as a last resort, with civil Aircraft.	Yes
2307[10](01)037	[10]	Authorized	AMC	2307(1).37 - AMC - 'Due Regard'	37. ADH / AM(MF) who authorize flights to be conducted under 'Due Regard' should be aware of the relevant ICAO regional Air Navigation Plan(s) (ANP), any relevant AIP from the state over who's territory the flights will take place and any related documents and charts. If necessary, and if reasonably practicable to do so, a special briefing regarding the civil aviation activities and infrastructure should be arranged with the assistance of ATS specialists from the State(s) concerned. Further Guidance can be found in ICAO Document 95549.◄ 9 ►Refer to ICAO Doc 9554 – Manual concerning safety measures relating to military activities potentially hazardous to civil aircraft operations (www.icao.int).◄	Yes
2307[10](01)038	[10]	Authorized	AMC	2307(1).38 - AMC - Air Traffic Management and Airspace	38. Aircrew should read these Rules of the Air in conjunction with the Air Traffic Management (ATM) 3000 series Regulations and the UK AIP.	Yes
2307[10](01)039	[10]	Authorized	AMC	2307(1).39 - AMC - Air Traffic Management and Airspace	39. ATC Systems. Unless alternative ATM / ATC arrangements have been agreed, Aircraft Commanders should conform to the civil national ATM / ATC Systems of all countries over which they fly.	Yes
2307[10](01)040	[10]	Authorized	AMC	2307(1).40 - AMC - Air Traffic Management and Airspace	40. Notification of Arrival and Departure. The Aircraft Commander should notify the airfield controlling authority of any intention to arrive or depart. Additionally, the Aircraft Commander should notify any change of intended destination or any estimated delay in arrival of 45 minutes or more.	Yes
2307[10](01)041	[10]	Authorized	AMC	2307(1).41 - AMC - Air Traffic Management and Airspace	41. Flight Plans. Flight plans should be submitted iaw the UK AIP ENR 1.10 (Flight Planning) and CAP 694 chapter 410. 10 Refer to CAP 694 – The UK Flight Planning Guide.	Yes
2307[10](01)042	[10]	Authorized	AMC	2307(1).42 - AMC - Air Traffic Management and Airspace	42. Prohibited and Restricted Areas. Without the prior permission of the controlling authority for the area, Aircraft should not enter UK Prohibited and Restricted Areas as defined in Chapter 5 of the Manual of Military Air Traffic Management including: a. National Prohibited and Restricted Areas; b. Military Prohibited and Restricted Areas; c. Provost Marshal Prohibited and Restricted Areas.	Yes
2307[10](01)043	[10]	Authorized	AMC	2307(1).43 - AMC - Air Traffic Management and Airspace	43. Danger Areas. Aircraft should not enter permanent Danger Areas or scheduled Danger Areas during published operating hours without permission of the controlling authority.	Yes
2307[10](01)044	[10]	Authorized	AMC	2307(1).44 - AMC - Air Traffic Management and Airspace	44. Restricted Airspace (Temporary). Non-participating Aircraft should not enter temporary airspace reservations promulgated by Notice to ►Aviation◄ (NOTAM) within the specified dimensions.	Yes

2307[10](01)045	[10]	Authorized	AMC	2307(1).45 - AMC - Air Traffic Management and Airspace	45. High Intensity Radio Transmission Area (HIRTA). Aircraft should adhere to HIRTA restrictions ►detailed in their approved flight release and limitations document11◄. HIRTA Air System susceptibility can also be found at the No 1 Aeronautical Information Documents Unit Intranet and specific HIRTA restrictions are contained in section 2 and 3 of the UKMLFH.	Yes
2307[10](01)046	[10]	Authorized	AMC	2307(1).46 - AMC - Flight Rules and Flight Conditions	46. Flights ►◄ should be conducted either under Instrument Flight Rules (IFR), VFR or Special Visual Flight Rules (SVFR) as appropriate. VMC and IMC refer to the weather conditions encountered during flight. These terms are used to denote actual weather conditions, as distinct from the flight rules under which the flight is being conducted. VMC exist when the weather permits flight iaw the VFR; IMC exist when weather conditions are below the minima for VFR flight.	Yes
2307[10](01)047	[10]	Authorized	AMC	2307(1).47 - AMC - Flight Rules and Flight Conditions	47. An Aircraft Commander electing to change the conduct of a flight from IFR to VFR should notify the appropriate ATS unit specifically that the IFR flight is cancelled.	Yes
2307[10](01)048	[10]	Authorized	AMC	2307(1).48 - AMC - Visual Flight Rules	48. UK. Within the UK, under VFR, pilots should maintain safe separation from other traffic. To operate under VFR, the extant environmental conditions should meet the VMC minima specified in Table 1, below. Notes: 1. The VMC minima in Class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A airspace. 2. Class C airspace extends vertically from FL195 to FL660. 3. The minimum flight visibility at speeds greater than 250 kts should be 8 km. 4. Minimum flight visibility outside controlled airspace. a. Day. At 140 kts or less the minimum flight visibility for all Aircraft may be reduced to 1500 m if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision. Helicopters should only be permitted to operate in less than 1500 m flight visibility if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision. b. Night. At 140 kts or less the minimum flight visibility for helicopters only should be 3 km ►except where Systems are specifically certified to offer suitable performance for safe flight below 3 km visibility and a reduction of normal minima is approved by the ADH. In these circumstances appropriate training, equipment and imperative should be demonstrated. Visibility should not be lower than 1500 m over land or 1000 m over sea. All such activity should include additional supervision.◄ 5. Distance from cloud. a. At speeds greater than 250 kts the minimum horizontal clearance from cloud should be 1500 m. b. At speeds greater than 140 kts in the UK Military Low Flying System the minimum vertical distance from cloud should be 500 ft. 6. Class D VFR Operations. A VFR flight in airspace class D is also deemed to have complied with Table 1 if the Aircraft is flown: a. During the day:	Yes

2307[10](01)049	[10]	Authorized	AMC	2307(1).49 - AMC - Visual Flight Rules	49. Outside the UK. Outside the UK, pilots should normally comply with the VFR of the country over which they are flying, unless UK criteria are more restrictive, in which case UK criteria ►should◄ be followed.	Yes
2307[10](01)050	[10]	Authorized	AMC	2307(1).50 - AMC - Visual Flight Rules	50. Flight Visibility. For the purposes of an Aircraft taking off from, or approaching to land at, an Aerodrome within Class B, C, or D airspace, the visibility, if any, communicated to the handling pilot by the appropriate ATC unit should be taken to be the extant flight visibility.	Yes
2307[10](01)051	[10]	Authorized	AMC	2307(1).51 - AMC - Visual Flight Rules	51. Class D VFR Operations. Except when a special VFR clearance is obtained from an ATC unit, VFR flights should not take off or land at an Aerodrome within a control zone, or enter the Aerodrome Traffic Zone (ATZ) or Aerodrome Traffic circuit when the reported meteorological conditions at that Aerodrome are below the following minima: a. The ceiling is less than 450 m (1500 ft); or b. The ground visibility is less than 5 km.	Yes
2307[10](01)052	[10]	Authorized	AMC	2307(1).52 - AMC - Visual Flight Rules	52. For fixed wing and helicopter flights wishing to operate under VFR to or from an Aerodrome or enter the ATZ or Aerodrome Traffic circuit in class D airspace, the ground visibility should be used.	Yes
2307[10](01)053	[10]	Authorized	AMC	2307(1).53 - AMC - Visual Flight Rules	53. VFR Flight Plans. pilots intending to fly in Class B, C or D airspace should complete a flight plan and obtain an ATC Clearance prior to entry to the airspace.	Yes
2307[10](01)054	[10]	Authorized	AMC	2307(1).54 - AMC - Visual Flight Rules	54. Continuous Watch. When flying within Class A, B, C, D and IFR in E airspace, pilots should maintain a continuous watch on the notified radio frequency and comply with any instructions given by the appropriate ATC unit.	Yes
2307[10](01)055	[10]	Authorized	AMC	2307(1).55 - AMC - Visual Flight Rules	55. Exceptions to the rules for the VFR Flight Plan and Continuous Watch rules above should only be as follows: a. Gliders that: are flying during daylight hours; and are operating within controlled airspace designed and detailed in the AIP or NOTAM issued for this Regulatory Article 2307 UNCONTROLLED COPY WHEN PRINTED Page 8 of 16 UNCONTROLLED COPY WHEN PRINTED RA 2307 Issue 10 Acceptable Means of Compliance 2307(1) exception; and, which maintain 1500 m horizontal and 1000 ft vertical clearance from cloud; and possess flight visibility of at least 8 km. b. Powered ►Aircraft◄ which do not possess radio equipment and that: are flying during daylight hours; and are operating within controlled airspace designed and detailed in the AIP or NOTAM for this exception; and, which maintain 1500 m horizontal and 1000 ft vertical clearance from cloud; and possess flight visibility of at least 5 km. c. The above 2 types of ►Aircraft◄ where permission has been granted by the appropriate ATC unit. d. VFR flight plans should not be submitted for VFR flight in Class C airspace above FL 195 or along a Class C ATS route at any level.	Yes

2307[10](01)056	[10]	Authorized	AMC	2307(1).56 - AMC - IFR	56. UK. Within the UK, pilots should follow IFR as follows: a. Outside Controlled Airspace (CAS). Above TA, pilots should select cruising levels as defined by the UK AIP, based on the standard altimeter setting 1013.2 hPa, unless they are flying in conformity with instructions from ATC, His Majesty's (HM) Ship or an Air Surveillance and Control System Unit. Note: Throughout any period of level flight above the transition altitude, other than at a Flight Level, the Aircraft should be in receipt of a surveillance radar service or carrying out a holding procedure established in relation to an airfield. b. Inside CAS. Inside CAS, the following conditions should be complied with when the flight is proceeding as General Air Traffic: (1) A flight plan should be submitted to the appropriate ATC Centre (ATCC). (2) Clearance for the flight should be obtained from the appropriate ATCC. (3) A pilot should possess a valid instrument rating. (4) The Air System should carry appropriate radio equipment operating on the notified radio frequencies. (5) The Air System should carry radio-navigation equipment appropriate to the specific airspace requirements. (6) The flight should be conducted iaw the ATC Clearance and instructions received.	Yes
2307[10](01)057	[10]	Authorized	AMC	2307(1).57 - AMC - IFR	57. Outside the UK. Outside the UK, IFR flights should be conducted iaw the applicable national procedures.	Yes
2307[10](01)058	[10]	Authorized	AMC	2307(1).58 - AMC - IFR	58. IFR and Safety Altitude. Under normal flying conditions the IFR do not allow flight below 3000 ft in IMC unless conforming with provisions listed at Deviations from Standard IFR (below). Additionally, military exercises might necessitate operations above the transition altitude with flight profiles that do not conform to the standard IFR. Such exercises should conduct the appropriate liaison with the Airspace Utilisation Section (Civ: 0207 453 6599) and other Ministry of Defence (MOD) and civil airspace authorities and should take appropriate NOTAM and warning action once flight profiles have been agreed.	Yes
2307[10](01)059	[10]	Authorized	AMC	2307(1).59 - AMC - Applicability of VFR and IFR	59. Flight Under IFR. IFR flying should be conducted as follows: a. Within the UK, flight under IFR is mandatory: (1) In IMC. (2) In Class A airspace, except where SVFR is permitted. (3) In Class C airspace when VFR operations are not permitted.	Yes
2307[10](01)060	[10]	Authorized	AMC	2307(1).60 - AMC - Applicability of VFR and IFR	60. Flight Under VFR. With the exception of SVFR, a flight should only be conducted under VFR in circumstances that do not mandate IFR.	Yes

2307[10](01)061	[10]	Authorized	AMC	2307(1).61 - AMC - Applicability of VFR and IFR	61. SVFR. SVFR flights may be authorized to operate within a control zone, subject to ATC Clearance. Except when permitted for helicopters in special cases such as, but not limited to, medical flights, Search and Rescue (SAR) Operations and fire-fighting the Aircraft Commander should ensure that: a. Flight is conducted clear of cloud and with the surface in sight and; b. The flight visibility is not less than 1500 m or, for helicopters, not less than 800 m and; c. Speed is 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and d. Flight is conducted day only, unless otherwise permitted by ATC and; e. Cloud ceiling is not less than 600 ft AGL.	Yes
2307[10](01)062	[10]	Authorized	AMC	2307(1).62 - AMC - Deviations from Standard IFR	62. Any UK military ►Aircraft◄ operating in IMC over the sea outside airspace classified A to F, should comply with published IFR procedures for the relevant UK FIR concerned except when: a. In airspace detailed in the AIP or NOTAM for flight not iaw the IFR. b. In a Danger Area which is notified as active and allocated to the flying unit. c. In accordance with operation orders for specific exercises where allocated operating levels preclude flight at the appropriate IFR level - in the normal course the operational sponsor for the exercise should ensure that any necessary NOTAM action is taken. d. Flying in conformity with instructions by ATC, an HM Ship or an Air Defence unit (see note). e. ►When conforming to Maritime Sortie Descent Rules (para 64). f. When conforming to Helicopter Instrument Practice Areas (para 68).◄ Note: Other than for reasons of Safety, or as directed by sub-paras (►a◄) to (►c◄) above, a controlling unit should not direct an Aircraft in level cruising flight to fly at a non-semi-circular level unless the Aircraft is in receipt of a recognized radar service. If provided by a Ship, only an air warning or air control radar should be used, and the service should be provided from a dedicated console where the appropriate radar is available at all times.	Yes
2307[10](01)063	[10]	Authorized	AMC	2307(1).63 - AMC - Tactical Maritime and Non-Tactical Maritime Sorties	63. Radar Service ►for Maritime Sorties◄. A radar service ►in the context of Maritime Sorties◄ is defined as either ►an◄ Air Traffic Management radar service; or provision of an Air System's radar capability that can ensure safe separation from the coast ►◄ and surface contacts. Orders and instructions for Air Systems equipped with suitable radar, should be issued by ADH / AM(MF) and detailed in the Air System Safety Case ►◄12. 12 Refer to RA 1205 – Air Systems Safety Cases.	Yes

2307[10](01)064	[10]	Authorized	AMC	2307(1).64 - AMC - Tactical Maritime and Non-Tactical Maritime Sorties	64. Descent and Operations below 3000 ft IMC outside CAS. Aircraft operating in the maritime environment should only be Authorized to descend and operate below 3000 ft and to continue to operate below Safety altitude in IMC over the sea subject to compliance with the following conditions: Notes: 1. Tactical maritime. Sorties involving operations / training that are constrained in selection of operating levels / altitudes by a need to achieve a specific sortie aim such as Anti-Submarine Warfare, Airborne Early Warning (AEW), Anti Surface Warfare, Maritime Counter Terrorism and SAR. 2. Non-Tactical maritime. Sorties that do not involve flight in a tactical profile such as Helicopter Delivery Service, Senior Officer Taxi, Navigation Exercise, embarkation etc. 3. Whenever possible and consistent with the Emissions Control (EMCON) policy in force, Air Systems operating IMC should be in receipt of a radar service. 4. Safety Altitude outside of 5 nm from the coast should be a minimum of 1000 ft AMSL.	Yes
2307[10](01)065	[10]	Authorized	AMC	2307(1).65 - AMC - Tactical Maritime and Non-Tactical Maritime Sorties	65. Fixed wing ►Aircraft◄ operating in the maritime environment, unless specifically Authorized for a Tactical Maritime Sortie iaw Table 2, should be Authorized to descend not lower than 500 ft MSD in IMC with reference to a barometric altimeter and 300 ft MSD with reference a serviceable radio / radar altimeter. Descent below 300 ft MSD should be specifically Authorized, and the pilot should be visual with the surface, or on recovery, when use should be made of radar service to ensure safe separation from surface contacts.	No
2307[10](01)066	[10]	Authorized	AMC	2307(1).66 - AMC - Tactical Maritime and Non-Tactical Maritime Sorties	66. ►Aircraft◄ simulating missile-attack profiles for training present additional Risk because the flight profile converges on HM Ships. These sorties should only be Authorized to descend below 3000 ft AMSL IMC subject to specific approval by the ADH ►/ AM(MF)◄ additional criteria as follows: a. The Air System being in receipt of a radar service from an ATC unit or under the control of a suitably qualified Air System Controller (AC), Fighter Controller (FC), ATC Officer (ATCO) using Ship's warning or air control radar or under the control of an AEW Air System. b. The descent is conducted 5 nm clear and heading away from land. c. A minimum of 750 ft AMSL for multiple ►Aircraft◄ and 500 ft AMSL for single ►Aircraft.◄	No
2307[10](01)067	[10]	Authorized	AMC	2307(1).67 - AMC - Tactical Maritime and Non-Tactical Maritime Sorties	67. Beyond Visual Range (BVR) Remotely Piloted Air Systems (RPAS) flying missile attack profiles in VMC but without reference to the surface should apply the criteria required for operating in IMC.	No

2307[10](01)068	[10]	Authorized	AMC	2307(1).68 - AMC - Helicopter Instrument Flying Practice Areas.	68. Helicopters engaged in instrument flying practice or test flights should only operate below 3000 ft in IMC subject to the following conditions: a. The ►helicopter◄ is in receipt of a Radar Service and the flight is conducted within a designated training area or area which is under the control of the unit providing the radar service, and the following restrictions apply: (1) Over land, the lower limit is fixed at an altitude / height which will ensure 1000 ft terrain clearance or at 1500 ft AMSL if higher. (2) Over the sea, helicopters should operate not lower than 500 ft AMSL providing that the ►helicopter◄ can be kept at least 2 nm clear of the coast and / or surface contacts when below Safety Altitude.	Yes
2307[10](01)069	[10]	Authorized	AMC	2307(1).69 - AMC - Safety Altitude	69. ADH / AM(MF) should issue orders concerning Safety Altitudes as necessary to ensure the safe navigation of ►Aircraft◄ within their Area of Responsibility. In doing so, the following principles apply.	Yes
2307[10](01)070	[10]	Authorized	AMC	2307(1).70 - AMC - Safety Altitude	70. En Route. The Safety Altitude for a particular route or exercise area should be calculated by adding a minimum of 1000 ft to the elevation (ie height above mean sea level) of the highest obstacle located, as a minimum, within 5 nm of the ►Aircraft◄ position rounded up to the next 100 ft. If the flight is to take place over Mountainous Terrain►13◄ the increment will be increased to a minimum of 2000 ft. When severe turbulence is anticipated, consideration should be given to increasing the Safety Altitude further to compensate for the hazardous conditions that are likely to occur. Where areas of turbulence associated with mountain and lee waves are forecast or known to be present, a minimum in-flight clearance of 5000 ft is necessary above mountains which are up to 5000 ft in height above the surrounding terrain. For higher mountains the clearance should be at least equal to their height above the terrain. 13 ►Refer to MAA 02: Master Glossary. Mountainous Terrain is defined as an area of changing terrain profile where the changes of terrain elevation exceed 3000 ft (900 m) within a distance of 10 nm (18.5 km).◄	Yes
2307[10](01)071	[10]	Authorized	AMC	2307(1).71 - AMC - Descent Below Safety Altitude	71. Over Land. Unless specifically Authorized, Aircraft Commanders or handling pilots should not descend below Safety Altitude, except when compelled to do so in an emergency, unless the handling pilot is in visual contact with the surface, is using a serviceable terrain-following radar equipment or can let down by means of an approved radio or radar terminal approach procedure provided by Air System ATC units. Instructions for Air Systems equipped with terrain-following radar, both in IMC and at night, should be issued by ADH / AM(MF).	Yes

2307[10](01)072	[10]	Authorized	AMC	2307(1).72 - AMC - Descent Below Safety Altitude	72. Offshore. Unless specifically Authorized for a ►◄ Maritime Sortie iaw Table 2 ►or Table 3◄ or unless special dispensation has been granted by the MOD, subject to any more stringent ►orders◄ that ADH / AM(MF) may have imposed, when descending over the sea more than 5 nm from the coast, Aircraft should only descend below Safety Altitude in IMC to a minimum of 500 ft above Authorized MSD in an attempt to achieve VMC below cloud. If cloud is not cleared by 500 ft above authorized MSD, or VMC cannot be achieved from this position, Aircraft should climb to Safety Altitude and, if still IMC, climb until VMC is achieved or until above 3000 ft AMSL. Whenever possible, descents should be planned such that, if made in IMC, they will occur in areas clear of known airborne activity (for example, civil helicopter offshore operations) or where such activity can be determined and avoided.	Yes
2307[10](01)073	[10]	Authorized	AMC	2307(1).73 - AMC - Aircraft Lighting	73. Navigation Lights. Between sunset and sunrise, navigation lights should be displayed by Aircraft in flight, taxiing, being towed and whenever possible when being ground-run. At night, in the event of a navigation light failure in flight, the Aircraft should be landed as soon as practicable unless authorized by the appropriate ATC unit to continue. a. Within the United Kingdom. In exceptional circumstances, between sunset and sunrise, planned activity without navigation lights should only take place as follows: (1) Within segregated airspace. This option should be used wherever and whenever practical; or, (2) Air Systems should be in receipt of a radar service from an Area Radar Unit as follows: (a) In accordance with the recurring Airspace Change Notice issued for the conduct of lights out activity in non-segregated airspace. (b) All ►Aircraft◄ should squawk Mode 3A with C and Mode S where fitted. (c) In the event of transponder failure or the failure of the radar being used to provide the radar service, navigation lights should be turned on immediately; or, (3) Under the terms of the UK AIP, which describes the procedures for the notification and clearance of Unusual Aerial Activity; or, (4) When low flying without lights in the UK Low Military Flying System, such flying should be conducted iaw the UKMLFH ►◄. b. Outside the United Kingdom. In accordance with appropriate national requirements. Clearances for such flights should be negotiated locally with the national authorities concerned.	Yes

2307[10](01)074	[10]	Authorized	AMC	2307(1).74 - AMC - Aircraft Lighting	74. Anti-Collision Lights (Including High-Intensity Strobe Lights (HISLs)). If any anti-collision lights fail during flight at night the Aircraft should land as soon as it is safe to do so, unless authorized by the appropriate ATC unit to continue its flight. An Aircraft may continue to fly during the day in the event of a failure of an anti-collision light provided the light is repaired at the earliest practicable opportunity. When installed, anti-collision lights should be used as follows: a. During Flight. Anti-collision lights should be selected on at all times when the Aircraft is being operated with the following exceptions: (1) During exercises with night vision aids that might be adversely affected by high intensity lighting. (2) When Aircraft are conducting aerial photographic operations and the anti-collision lights might cause unwanted reflection. (3) During night operations in the immediate vicinity of the flight-deck at sea. (4) During Formation Flying, when anti-collision lights can be switched off at the discretion of the Formation Leader. (5) At any other time when the Aircraft Commander determines that the safe operation of their or any other ►Aircraft◄ is being jeopardized. b. On the Ground (1) Fixed wing ►Aircraft◄ anti-collision lights (not HISL) should normally be selected on for engine starting (except in an Aircraft Shelter) and while taxiing. (2) Helicopter anti-collision lights should normally be selected on whenever the rotors are running or about to run. (3) ►A pilot should be permitted to switch off or reduce the intensity of any flashing lights fitted to meet the requirements of (1) and (2) if they are likely to adversely affect the safe performance of duties or subject an outside observer to harmful dazzle. In such circumstances consideration should be given to the visibility of the Aircraft and any confusion which might be caused by deviation from standard procedure.◄	Yes
2307[10](01)075	[10]	Authorized	AMC	2307(1).75 - AMC - Aircraft Marshalling Signals and Airfield Ground Signals	75. Personnel involved in flying operations should remain proficient in the use and interpretation of Aircraft marshalling signals and airfield ground signals. Aircraft marshalling signals for military operations are detailed in STANAG 311714. Military Airfield ground signals are detailed in the RA 3500 series►15◄. ICAO Annex 216 details the marshalling signals and visual ground signals used at civilian airfields. The details of STANAG 3117 are available to Defence Contractor Flying Organizations by request to the MAA. 14 Refer to STANAG 3117 – Aircraft Marshalling Signals. 15 ►Refer to RA 3500 Series: Aerodrome Design and Safeguarding.◄ 16 Refer to ICAO Annex 2 – Rules of the Air.	Yes
2307[10](01)076	[10]	Authorized	AMC	2307(1).76 - AMC - Miscellaneous Rules of the Air	76. Aerobatic Manoeuvres. Unless necessary and specifically Authorized, aerobatic manoeuvres should not be performed: over the Congested Area of any city, town or settlement; or, within controlled airspace except with the consent of the appropriate ATC unit.	Yes

2307[10](01)077	[10]	Authorized	AMC	2307(1).77 - AMC - Miscellaneous Rules of the Air	77. Simulated Instrument Flying. Simulated Instrument Flying (IF) where Authorized, should normally only be carried out in Aircraft fitted with dual controls and be supervised by a second pilot holding a valid Certificate of Qualification on Type (CQT).	Yes
2307[10](01)078	[10]	Authorized	AMC	2307(1).78 - AMC - Miscellaneous Rules of the Air	78. ADH / AM(MF) orders should detail specific circumstances where a Safety lookout who is a Suitably Qualified and Experienced Person (SQEP) can be utilized for simulated IF instead of a second pilot holding a valid CQT. SQEP for Safety lookout is defined as qualified pilots, Observers or, as specified in ADH / AM(MF) orders, other personnel who have completed an appropriate Safety lookout training package. Simulated IF utilizing a SQEP Safety lookout should not include Unusual Positions or Practice Forced Landings.	Yes
2307[10](01)079	[10]	Authorized	AMC	2307(1).79 - AMC - Miscellaneous Rules of the Air	79. For Aircraft where a second pilot holding a valid CQT or SQEP Safety lookout is not (or, in the case of single seat Aircraft, cannot be) carried, ADH / AM(MF) should issue orders and instructions detailing the approved specific circumstances for 'single-pilot' simulated IF, which ►will◄ be conducted as follows: a. Unusual Positions or Practise Forced Landings should not be practised. b. Where possible, segregated airspace should be used. c. An appropriate radar service should be used. d. Supernumerary Crew, Supernumerary Support Crew and Passengers should not be carried.	Yes
2307[10](01)080	[10]	Authorized	AMC	2307(1).80 - AMC - Miscellaneous Rules of the Air	80. Test Flying Over Congested Areas4. Unless necessary and specifically Authorized, Test Flying should not be conducted over a Congested Area except to the extent that it is necessary to do so in order to take-off or land iaw normal aviation practice.	Yes
2307[10](01)081	[10]	Authorized	AMC	2307(1).81 - AMC - Miscellaneous Rules of the Air	81. Reporting Hazardous Conditions. If an Aircraft Commander encounters hazardous conditions in the course of a flight, they should inform the appropriate ATC unit of the particulars of such conditions that might be pertinent to the Safety of other ►Aircraft.◄	Yes
2309[08]	[08]	Authorized	RA Rationale	Flight Procedures: General	2309(1) Across the Defence Aviation Environment, numerous activities take place that whilst enhancing capability and operational effectiveness, also provide a complex set of Risks that need to be understood and carefully managed. If operational capability is delivered without appropriate precautions, planning, training and Authorization, then Risk to Life (RtL) would not be As Low as Reasonably Practicable (ALARP) and Tolerable. This Regulatory Article aims to detail some of the key activities that have inherent Risk in both military and general aviation, with clear direction to ensure that such activities are conducted safely.	Yes
2309[08](01)	[08]	Authorized	Regulation	Aircraft Limitations	Except in an emergency, the Pilot of an Aircraft shall not exceed the limitations quoted in the Release To Service (RTS) or the Military Permit To Fly (MPTF)[1].	Yes

2309[08](01)001	[08]	Authorized	AMC	Aircraft Limitations	1. If the engine, airframe or handling limitations are exceeded at any time, or if the Aircraft has been subjected to abnormal loading, stress or strain in the air or on the ground, the pilot or Aircraft Commander should record the fact on the MOD Form 700 or Tech Log for the Aircraft concerned, and should inform their Authorizing Officer or Supervisor as soon as possible.	Yes
2309[08](02)	[08]	Authorized	Regulation	Smoking in or near Aircraft	2309(2) Smoking in or near[2] an Aircraft shall be prohibited and, as a precaution against fire, smoking-related items shall not be carried by occupants of, or by personnel working on, UK Military Aircraft.	Yes
2309[08](02)003	[08]	Authorized	AMC	Smoking in or near Aircraft	3. The Aviation Duty Holder (ADH) or Accountable Manager (Military Flying) (AM(MF)) should issue orders that detail the prohibition of smoking in or near Aircraft. For reasons of fire safety they should further prohibit personnel from carrying smoking related items on their person into or onto Aircraft. The prohibition of such smoking items should include as a minimum: a. Matches, other than of the safety type. b. All types of petrol or gas lighters, capsules and cylinders.	Yes
2309[08](02)004	[08]	Authorized	AMC	Smoking in or near Aircraft	4. The prohibition of smoking activities in or near Aircraft is also applicable to the use of electronic cigarettes and similar devices	Yes
2309[08](03)	[08]	Authorized	Regulation	Taxiing of Aircraft	2309(3) The ADH or AM(MF) shall define the training, Authorization and certification required by personnel who, by the nature of their duties, are required to taxi the Aircraft.	Yes
2309[08](03)005	[08]	Authorized	AMC	Taxiing of Aircraft	5. Only trained, Authorized and certified personnel should taxi Aircraft.	Yes
2309[08](03)006	[08]	Authorized	AMC	Taxiing of Aircraft	6. When an Aircraft is being taxied, including when receiving Aircraft marshalling signals[3] or electronic guidance, the person at the controls should be responsibile for manoeuvring the Aircraft safely, taking into account nearby personnel or property that may be endangered by the taxiing operation. The Aircraft Commander[4] retains overall responsibility for the safety of the Aircraft.	Yes
2309[08](04)	[08]	Authorized	Regulation	Simulated and Practice Emergencies	2309(4) The ADH or AM(MF) shall issue orders governing the conduct of simulated and practice emergencies[5] when conducted in an Aircraft or Remote Pilot Station within their Area of Responsibility (AoR).	Yes
2309[08](04)008	[08]	Authorized	AMC	Simulated and Practice Emergencies	8. ADH and AM(MF) orders should include advice on what constitutes a Simulated or Practice Emergency on an Aircraft or a Remote Pilot Station within their AoR.	Yes
2309[08](04)009	[08]	Authorized	AMC	Simulated and Practice Emergencies	9. ADH and AM(MF) orders should reflect that: a. During the conduct of a Practice Emergency, an Aircraft system or Remote Pilot Station controlled system may be degraded such that it is not immediately and fully available for use if required and; b. During the conduct of a Simulated Emergency, an Aircraft system or Remote Pilot Station controlled system should not be degraded such that it is not immediately available for use if required.	Yes

2309[08](04)010	[08]	Authorized	AMC	Simulated and Practice Emergencies	10. ADH and AM(MF) orders should detail as a minimum: a. The minimum crew requirements to conduct Practice or Simulated Emergencies; b. Any restrictions on Aircrew qualifications, competencies or experience levels to be applied during Practice and Simulated Emergencies; c. The Approval and Authorization process to conduct Practice or Simulated Emergencies; d. Any restrictions to be applied during the conduct of Practice or Simulated Emergencies to include when carrying Supernumerary Crew, Supernumerary Support Crew and Passengers[6]; e. When the conduct of Practice or Simulated Emergencies is prohibited.	Yes
2309[08](04)011	[08]	Authorized	AMC	Simulated and Practice Emergencies	11. ADH and AM(MF) orders should consider the impact of any synthetic training conducted immediately prior to flight. Specifically, for the first flight, on the same day, immediately following simulator training, pilots should not conduct practice emergencies that have been exercised during the simulator sortie. The effect of conducting 'live' inputs during emergency handling in Flight Simulator Training Devices immediately prior to the conduct of the same or similar Simulated or Practice Emergency during a flight should be assessed by the ADH / AM(MF) and mitigations put in place to ensure the RtL associated with the subsequent flight is ALARP and Tolerable.	Yes
2309[08](04)012	[08]	Authorized	AMC	Simulated and Practice Emergencies	12. When Authorizing a flight, the Authorizing Officer[7] should consider the impact of any synthetic training conducted immediately prior to the flight on the Authorized sortie content.	Yes
2309[08](05)	[08]	Authorized	Regulation	Handing over Control of Aircraft with Dual Flying Controls	2309(5) Handing over or taking over control of an Aircraft fitted with dual flying controls shall be conducted formally.	Yes
2309[08](05)015	[08]	Authorized	AMC	Handing over Control of Aircraft with Dual Flying Controls	15. When it is necessary to hand over control of an Aircraft with dual flying controls, a formal instruction to take control and to accept control should be made. In some cases (eg during instruction) it is necessary to take control in the first instance - this should also be formally declared and accepted. Formal statements of 'I have control' and 'You have control' should be made and acknowledged as appropriate.	Yes
2309[08](05)016	[08]	Authorized	AMC	Handing over Control of Aircraft with Dual Flying Controls	16. The ADH or AM(MF) should produce orders or instructions detailing actions in the event that verbal communication becomes impossible (eg intercom failure or suspected incapacitation).	Yes
2309[08](06)	[08]	Authorized	Regulation	Oxygen and Cabin Pressure	2309(6) A crewed Aircraft shall not be flown above Flight Level (FL) 100 unless it is fitted with serviceable oxygen equipment for all of the crew.	Yes
2309[08](06)018	[08]	Authorized	AMC	Oxygen and Cabin Pressure	18. The ADH or AM(MF) should ensure that Aircrew are fully proficient in the use of the oxygen equipment, and emergency oxygen equipment available, on the particular Aircraft in which they are flying.	Yes
2309[08](06)019	[08]	Authorized	AMC	Oxygen and Cabin Pressure	19. The ADH or AM(MF) should ensure that Aircrew receive training in the use of pressure breathing systems or partial pressure garments before they fly Aircraft so equipped.	No

2309[08](06)020	[08]	Authorized	AMC	Oxygen and Cabin Pressure	20. In Aircraft fitted with oxygen equipment, oxygen should be used as follows: a. In pressurized Aircraft where the cabin altitude does not normally exceed 10,000 ft, all flight deck crew should don and use oxygen equipment between 8000 ft and 10,000 ft cabin altitude. Oxygen equipment can be removed for occasional periods of up to 15 minutes, for example to eat or to conduct load checks. When cabin altitude is below 8000 ft, the crew should have their oxygen equipment available so that each of them are breathing oxygen within 5 seconds of cabin altitude exceeding 10,000 ft. When the Aircraft is at FL400 or above, the watch-keeping pilot should have oxygen immediately available. In the case of Aircraft where oxygen masks are suspended from a headset, crew should wear and use the oxygen equipment at all times. In those Aircraft equipped with quick don oxygen masks, this mask should be ready for immediate use. b. In all Aircraft operating above a cabin altitude of 8000 ft and where the rate of climb exceeds 2000 ft per minute oxygen should be used from ground level. At lower rates of climb, including helicopters, the crew should use oxygen by a cabin altitude of 8000 ft and Passengers should use oxygen by a cabin altitude of 12,000 ft. c. In pressurized Aircraft fitted with Passenger emergency oxygen systems the equipment should be presented to the Passengers before the cabin altitude exceeds 15,000 ft.	No
2309[08](06)021	[08]	Authorized	AMC	Oxygen and Cabin Pressure	21. For crewed Aircraft not fitted with oxygen, the ADH or AM(MF) should specify in orders the circumstances, including limitations and mitigations, under which the Aircraft can be operated between FL80 and FL100.	Yes
2309[08](07)	[08]	Authorized	Regulation	Altitude Limitations	2309(7) Flight at altitude shall be confined to safe limits to protect against the effects of hypoxia.	Yes

2309[08](07)023	[08]	Authorized	AMC	Altitude Limitations	23. The following limitations apply to flight at altitude: a. Aircrew should minimize time above a cabin altitude of FL180 / 18,000 ft unless operationally required, and be alert to the onset of symptoms of decompression illness. b. Unpressurized Aircraft should not be flown above FL250 in normal operations. c. Unpressurized Aircraft should not fly above FL300 under any circumstance. d. Pressurized Aircraft should not be flown with a cabin altitude above 25,000 ft in normal operations. e. If cabin pressurization fails above FL400 an immediate descent at maximum rate should be made to bring the cabin altitude below 40,000 ft. The descent should continue at a rate and to an altitude consistent with safe operation of the Aircraft, preferably below FL180. f. If flight test procedures require a pressurized Aircraft to be depressurized above FL300 the crew should breathe 100% pure oxygen from take-off until pressurization is restored. The time spent depressurized should be the minimum required for test purposes. Aircraft should not be intentionally depressurized above FL 380. g. In the event of an operational or experimental requirement for pressurized Aircraft to be depressurized above FL250, the ADH or AM(MF) should obtain and adhere to the advice of the RAF Centre of Aviation Medicine on the precautions to be taken to protect personnel from decompression illness. As a minimum requirement, all personnel should breathe 100% oxygen (prebreathe) at a cabin altitude below 16,000 ft prior to depressurization and limit the period of depressurization in accordance with (iaw) the following table:	No
2309[08](07)024	[08]	Authorized	AMC	Altitude Limitations	24. Whenever an Aircraft is flown depressurized above FL250, a primary oxygen supply for all personnel should be provided. Above FL300 the handling pilot and any co-pilot should be provided with an independent emergency oxygen system in addition to the primary oxygen system.	No
2309[08](08)	[08]	Authorized	Regulation	Night Vision Device Flying	2309(8) The ADH or AM(MF) shall publish orders regarding the conduct of Night Vision Device (NVD) flying on Aircraft within their AoR.	Yes

2309[08](08)027	[08]	Authorized	AMC	Night Vision Device Flying	27. ADH and AM(MF) orders regarding NVD flying should include as a minimum: a. The minimum illumination levels and weather limits for Aircraft within their AoR to conduct NVD flying, including consideration of training, tasking, operational flying and any flying involving high technical merit such as[9]: (1) Operations to Temporary Landing Zones (TLZ), including Bare Minimum TLZ; (2) Air refuelling; (3) Formation flying; (4) Embarked operations; (5) Operations in a degraded visual environment such as dust or snow; (6) Low level flying; (7) Air intercepts; (8) Weaponeering. b. Aircraft / role-specific planning considerations to be applied to NVD operations within the operating AoR; c. The minimum crew composition, experience, qualifications and currency required to operate on NVD; d. The minimum serviceable Aircraft equipment and Equipment Not Basic to the Air System (ENBAS) required for NVD flying; e. Procedures for pre-flight check of NVD serviceability and method of preflight calibration of individual equipment; f. Actions to be taken in the event of NVD failure during flight; g. Any restrictions to be applied during flight on NVDs; h. The ground and airborne training required before Aircrew or Supernumerary Crew can fly or operate using NVD on Aircraft within their AoR.	Yes
2309[08](08)028	[08]	Authorized	AMC	Night Vision Device Flying	28. NVD equipment planned to be used should be assessed to be serviceable and correctly set up for use prior to flight.	Yes
2309[08](08)029	[08]	Authorized	AMC	Night Vision Device Flying	29. Aircrew routine ‘check of fit’ helmet assessments conducted in conjunction with Survival Equipment personnel should include an assessment of associated NVD equipment fit and function.	Yes
2309[08](08)030	[08]	Authorized	AMC	Night Vision Device Flying	30. ADH and AM(MF) orders should state the requirement for Aircrew and Supernumerary Crew to attend the NVG Familiarization Course, at the RAF Centre of Aviation Medicine, prior to operating / flying Aircraft within their AoR.	Yes
2309[08](08)031	[08]	Authorized	AMC	Night Vision Device Flying	31. Forecast illumination levels employed during planning for NVD flight should be relevant to the planned operating areas.	Yes
2309[08](09)	[08]	Authorized	Regulation	Carriage of Loose Articles and Stores	2309(9) The Aircraft Commander shall be responsible for the custody and stowage of any loose articles and equipment.	Yes
2309[08](09)033	[08]	Authorized	AMC	Carriage of Loose Articles and Stores	33. The Aircraft Commander should ensure that all loose articles, stores and equipment carried in the Aircraft (or Remote Pilot Station) are properly stowed such that there is no possibility of them falling from the Aircraft, fouling the flying controls, ejection seat mechanisms or other equipment.	Yes

2309[08](09)034	[08]	Authorized	AMC	Carriage of Loose Articles and Stores	34. Aircrew, Supernumerary Crew and Supernumerary Support Crew should ensure that any loose articles, stores and equipment are stowed such that the Aircraft can continue to be operated safely, and that any such items are removed after flight.	Yes
2309[08](09)035	[08]	Authorized	AMC	Carriage of Loose Articles and Stores	35. Aircraft Commanders should, where practicable and operational considerations allow, ensure that any Passengers are checked for the carriage of loose articles, and that Passengers are made aware of the requirement to stow such articles safely during flight.	Yes
2309[08](10)	[08]	Authorized	Regulation	Dropping or Jettisoning of Articles	2309(10) Unauthorized dropping or jettisoning of articles from Aircraft shall be prohibited.	Yes
2309[08](10)037	[08]	Authorized	AMC	Dropping or Jettisoning of Articles	37. The Aircraft Commander should only permit dropping or jettisoning of articles when Authorized: a. For training; b. For operational or trials purposes; or, c. When the safety of the Aircraft is otherwise seriously endangered.	Yes
2309[08](11)	[08]	Authorized	Regulation	Fuel Jettison	2309(11) The ADH or AM(MF) shall publish orders directing when Aircraft within their AoR may jettison fuel.	Yes
2309[08](11)039	[08]	Authorized	Regulation	Fuel Jettison	39. Aircraft should only jettison fuel when it is essential to mitigate RtL, or to meet operational requirements.	Yes
2309[08](11)040	[08]	Authorized	AMC	Fuel Jettison	40. ADH and AM(MF) orders should detail recording and reporting actions for any fuel jettison. The local Environmental Agency should be informed at the earliest practical opportunity	Yes
2309[08](12)	[08]	Authorized	Regulation	Flying in the Company of Civil Aircraft	2309(12) The ADH or AM(MF) shall issue orders detailing when Aircraft within their AoR may be Authorized to fly in the company of civil Aircraft.	Yes
2309[08](12)042	[08]	Authorized	AMC	Flying in the Company of Civil Aircraft	42. UK Military Aircraft should only be Authorized to fly in the company of civil Aircraft on the following occasions: a. Protection of Civil Aircraft. When an escort is provided to protect civil Aircraft from hostile action, the arrangements made should include confirmation by the owners or operators of the civil Aircraft that they will comply with the instructions issued by the escorting Aircraft. b. Ceremonial or Publicity. When flying in the company of civil Aircraft is required for ceremonial or publicity purposes, all Aircraft should operate to a pre-arranged plan that has been Authorized by the ADH or AM(MF) and, where appropriate, civil authorities. The plan should allow for safety of all participants and consider societal concerns, when applicable. Civil Aircraft carrying Very Important Persons11 (VIPs) should not be escorted by UK Military Aircraft unless reliable two-way voice communication can be established and maintained, except in an emergency. c. Operational Training and Air Intercept Missions. Orders should detail procedures and minimum separation criteria for these activites. d. Test and Evaluation. Where it is necessary to fly in the company of civil Aircraft as part of a trials programme, the ADH or AM(MF) should ensure that full details of the activities involving civil Aircraft are detailed in the test plan.	Yes

2309[08](13)	[08]	Authorized	Regulation	Aerobatics	2309(13) Aircraft Commanders shall only undertake Aerobatic Manoeuvres permitted by the Air System Document Set (ADS).	Yes
2309[08](13)044	[08]	Authorized	AMC	Aerobatics	44. Aerobatic Manouevres should not be carried out: a. When they are likely to endanger other Aircraft. b. In formation, except when specifically Authorized by the Operating Duty Holder (ODH). c. Over towns or congested areas. d. At night or in cloud, or in conditions where recovery is likely to take place in cloud. e. Within Controlled Airspace, including Military Aerodrome Traffic Zones, except with the permission of the appropriate Air Traffic Control authority. f. At less than 3000 ft above ground or sea level unless specifically Authorized by the ODH.	Yes
2309[08](14)	[08]	Authorized	Regulation	Refuelling and / or Re-Arming Aircraft - Engines and / or Rotors Running	2309(14) The ADH or AM(MF) shall issue orders detailing how and when refuelling and / or re-arming Aircraft - engines and / or rotors running shall be permitted.	Yes
2309[08](14)046	[08]	Authorized	AMC	Refuelling and / or Re-Arming Aircraft - Engines and / or Rotors Running	46. To refuel and / or re-arm Aircraft - engines and / or rotors running, the activity should be cleared in the Aircraft RTS or MPTF.	Yes
2309[08](14)047	[08]	Authorized	AMC	Refuelling and / or Re-Arming Aircraft - Engines and / or Rotors Running	47. Rotors running refuelling and / or re-arming should be carried out iaw the Aircraft-specific procedure, sponsored and published in the ADS.	Yes
2309[08](14)048	[08]	Authorized	AMC	Refuelling and / or Re-Arming Aircraft - Engines and / or Rotors Running	48. The ADH or AM(MF) should detail in orders the following, as a minimum: a. Fire cover. b. Guarding of flying controls. c. Training and Authorization requirements for all personnel involved, including weapons teams, supervisors and fuel bowser drivers. d. Safety procedures and hazard management, for example weapon arc considerations, earthing and safe distances.	Yes
2309[08](15)	[08]	Authorized	Regulation	Air to Air Refuelling	2309(15) The ADH or AM(MF) shall ensure the RtL associated with Air to Air Refuelling (AAR) is managed within their AoR.	No
2309[08](15)050	[08]	Authorized	AMC	Air to Air Refuelling	50. ADH and AM(MF) orders should detail AAR procedures and relevant guidance, specific to Aircraft type.	No
2309[08](15)051	[08]	Authorized	AMC	Air to Air Refuelling	51. All UK-managed AAR (where the donor is a UK military registered Aircraft) should be conducted iaw Allied Tactical Publication (ATP) 3.3.4.2[14] as amplified and supplemented by the National Standards Related Document - United Kingdom (NSRD-UK).	No
2309[08](15)052	[08]	Authorized	AMC	Air to Air Refuelling	52. Where the donor or receiver is a non-NATO military registered Aircraft, the ADH or AM(MF) should only approve AAR subject to an auditable Risk Assessment based on a gap analysis of the intended operation with ATP 3.3.4.2 and NSRD-UK.	No
2309[08](16)	[08]	Authorized	Regulation	Electromagnetic and Cosmic Radiation	2309(16) Aircraft shall not be intentionally exposed to electromagnetic radiation outside of the limits specified in the RTS or MPTF.	Yes

2309[08](16)054	[08]	Authorized	AMC	Electromagnetic and Cosmic Radiation	54. The ADH or AM(MF) should take appropriate measures to assess the exposure to cosmic radiation, when in flight, of those members of Aircrew who are liable to be subject to cosmic radiation in excess of 1 milliSievert per year.	Yes
2309[08](16)055	[08]	Authorized	AMC	Electromagnetic and Cosmic Radiation	55. Within the UK the avoidance criteria for High Intensity Radio Transmission Areas (HIRTA), as detailed in UK Military Low Flying Handbook, should be observed. Outside the UK where HIRTA details are published the avoidance criteria should be observed.	Yes
2309[08](17)	[08]	Authorized	Regulation	Landing away from Active Airfields	2309(17) The ADH or AM(MF) shall ensure that any Aircraft landings away from active Airfields shall be Authorized subject to appropriate permissions.	Yes
2309[08](17)057	[08]	Authorized	AMC	Landing away from Active Airfields	57. Scheduled landings (non-emergency) on private property or public places should be Authorized in advance. Furthermore, the permission of relevant land owners or authorities should be gained, and when appropriate the local police informed. Landing on government property where no recognized Airfield or Helicopter Landing Site (HLS) exists should not be permitted without the permission of the appropriate government authority.	Yes
2309[08](17)058	[08]	Authorized	AMC	Landing away from Active Airfields	58. When a pilot is forced to make an unscheduled landing away from base, the parent Operating Unit should be informed at the earliest opportunity and the occurrence recorded in the flight Authorization records.	Yes
2309[08](17)059	[08]	Authorized	AMC	Landing away from Active Airfields	59. Sites that do not fall within the normal organic infrastructure of a Main Operating Base should be considered for the provision of appropriate support and safety services. Where necessary, the ADH or AM(MF) should, as a minimum, address the following in Orders: a. Crash Fire and Rescue Services, and Medical Facilities. b. Hangarage and Security. c. Operating in Confined Areas. d. Specific orders, instructions and guidance pertaining to the site for support personnel.	Yes
2309[08](17)060	[08]	Authorized	AMC	Landing away from Active Airfields	60. A safety assessment should be completed for those austere sites that cannot be described as a recognized Airfield or HLS.	Yes
2309[08](17)061	[08]	Authorized	AMC	Landing away from Active Airfields	61. Landings should not be made where damage or unnecessary nuisance is likely to be caused, unless in an emergency.	Yes
2309[08](18)	[08]	Authorized	Regulation	Embarked Aviation Operations	2309(18) The ADH or AM(MF) shall provide orders for embarked aviation operations.	Yes
2309[08](18)063	[08]	Authorized	AMC	Embarked Aviation Operations	63. Authorizing Officers and Aircraft Commanders conducting embarked aviation operations should comply with the relevant flying orders set out in BRd 766, Embarked Aviation Orders.	Yes
2309[08](18)064	[08]	Authorized	AMC	Embarked Aviation Operations	64. Where BRd 766 and other orders conflict, the more stringent should apply.	Yes
2309[08](19)	[08]	Authorized	Regulation	Air Exercise Planning and Airspace Integration	2309(19) Organizations completing air exercise planning that is of a complex nature and / or has a high potential for interaction with other airspace users, shall obtain specialist airspace advice.	Yes

2309[08](19)066	[08]	Authorized	AMC	Air Exercise Planning and Airspace Integration	66. To ensure the Risks of unplanned interaction between exercise traffic and other airspace users are identified, and are ALARP and Tolerable, exercise Planners should: a. Ensure that they have obtained specialist advice and consulted with relevant National Aviation Authorities covering the entire exercise area. b. Complete an appropriate written Risk Assessment for the exercise iaw RA 1210[15]. c. Ensure that the principles of liaison and information exchange conducted in the exercise planning phase are continued during the execution phase of the exercise.	Yes
2310[06]	[06]	Authorized	RA	2310 - RA (Issue 6) - Flight Procedures: Role Specific Fixed Wing	UK military fixed wing aviation offers capabilities and challenges that are distinct from other Air Systems. Failure to appropriately address the nuances of fixed wing Air System role specific hazards could lead to an increased Risk to Life (RtL). This regulation requires Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) to detail in orders the conduct of these role specific activities to ensure that RtL is As Low As Reasonably Practicable and Tolerable.	No
2310[06](01)	[06]	Authorized	Regulation	2310(1) - Regulation - Supersonic Flight	ADH and AM(MF) shall publish orders detailing the conduct of supersonic flight for operations, training, tests and trials within their Area of Responsibility.	No
2310[06](01)001	[06]	Authorized	AMC	2310(1).1 - AMC - Supersonic Flight	Conduct and Positioning of Supersonic Flights in the UK Flight Information Region (FIR). In the UK FIR, all supersonic flights should be conducted over the sea, unless supersonic flight over land is operationally required. Aircraft Commanders should ensure their Aircraft is at least 10 nautical miles (nm) out to sea and along a line of flight at least 20º divergent from the mean line of the coast. When the purpose of a dive manoeuvre is to achieve supersonic flight, the angle of dive should not exceed the minimum necessary. Supersonic flights with the Aircraft pointing towards the land, turning or flying parallel to the coast should take place at least 35 nm from the nearest coastline. Low-level supersonic flight should only take place if a radar / visual search is maintained to avoid the following by the margins stated: 3 nm from shipping and fixed or mobile oil and gas installations; 6 nm from civilian or military transport Aircraft, helicopters, helicopter main routes and corridors. If more than one radar unit is controlling within the same airspace, close co-ordination should be effected before any supersonic runs take place. Aircraft Commanders that know or suspect that they have infringed any of these criteria should follow the reporting procedure for Inadvertent Supersonic Flight, below.	No
2310[06](01)002	[06]	Authorized	AMC	2310(1).2 - AMC - Supersonic Flight	Supersonic Flights outside the UK FIR. Supersonic flight should only be carried out in accordance with (iaw) host nation regulations.	No

2310[06](01)003	[06]	Authorized	AMC	2310(1).3 - AMC - Supersonic Flight	Recording of Supersonic Flights. With the exception of operational missions that require supersonic flight, Commanders should notify the appropriate radar station of all planned supersonic flights in advance. Where supersonic flights do not conform to the pre-flight briefing, Aircraft Commanders should retrospectively make a record of the details of the supersonic flight in the flight authorization record. Similarly, radar stations should maintain a permanent record of supersonic flights carried out under their control. The permanent record should contain the following details: a. Aircraft. b. Time period during which supersonic flight conducted. c. Heading and speed of Aircraft (where known). d. Position (area in the case of sustained supersonic flight). E. Altitude and attitude (where known).	No
2310[06](01)004	[06]	Authorized	AMC	2310(1).4 - AMC - Supersonic Flight	Inadvertent Supersonic Flight. If any Aircraft Commander knows or suspects that their Aircraft has inadvertently made a supersonic flight that breaches this regulation, they should make a permanent record, as listed above, of the breach in the flight Authorization record. In addition, it is the responsibility of their parent unit concerned to notify the appropriate Control and Reporting Centre or Control and Reporting Point, Military Supervisor at 78 Sqn, Swanwick Mil or Naval Radar Unit of the flight within 30 minutes of the Air System's landing. The radar station should maintain a record of all such occurrences.	No
2310[06](02)	[06]	Authorized	Regulation	2310(2) - Regulation - Spinning	Intentional spinning shall be specifically approved and Authorized.	No
2310[06](02)006	[06]	Authorized	AMC	2310(2).6 - AMC - Spinning	Intentional spinning should be permitted only where clearance is given in the Release To Service (RTS) for the Aircraft iaw procedures laid down in the Air System Document Set (ADS) or, for non-RTS flying operations the Military Permit to Fly (MPTF).	No
2310[06](02)007	[06]	Authorized	AMC	2310(2).7 - AMC - Spinning	If still spinning by the minimum height given in the ADS or, for non-RTS flying operations, the MPTF, or higher if stipulated in ADH and AM(MF) orders, the Aircraft should be abandoned.	No
2310[06](03)	[06]	Authorized	Regulation	2310(3) - Regulation - Asymmetric Flight	Airborne Practice and Simulated Asymmetric Flight shall be specifically approved and Authorized.	No
2310[06](03)009	[06]	Authorized	AMC	2310(3).9 - AMC - Asymmetric Flight	ADH and AM(MF) should promulgate orders that apply to Practice and Simulated Asymmetric Flight and stipulate; the minimum height for each Aircraft; the frequency of training; weather limitations; and, operating conditions.	No

2310[06](03)010	[06]	Authorized	AMC	2310(3).10 - AMC - Asymmetric Flight	Asymmetric Flight approaches and landings should only be practised in weather conditions within the handling competence of the individual pilot under training. Other operating criteria for Asymmetric Flight training should be iaw specific Air System operating procedures. Practice Asymmetric Flight should only be permitted if approved in the ADS or, for non-RTS flying operations, the MPTF.	No
2310[06](03)011	[06]	Authorized	AMC	2310(3).11 - AMC - Asymmetric Flight	Simulated engine failure on take-off below 500 ft above ground or sea level should only be carried out under the direction of a suitably authorized Qualified Flying Instructor or when authorized under a trials instruction.	No
2310[06](04)	[06]	Authorized	Regulation	2310(4) - Regulation - Single-Engine Air System Engine Shutdowns	Engine shutdowns and re-lights in single-engine Air Systems shall not be carried out in the air, except where Authorized for Maintenance Test Flights or Test and Evaluation.	No
2310[06](04)017	[06]	Authorized	AMC	2310(4).17 - AMC - Single-Engine Air Systems Engine Shutdowns	Engine shutdowns and re-lights should only be carried out in single-engine Air Systems when part of an approved Flight Test Schedule or MPTF (Development) programme.	No
2315[04]	[04]	Authorized	RA	2315 - RA (Issue 4) - Flight Procedures: Role Specific Rotary Wing	UK military rotary wing aviation offers capabilities and challenges that are distinct from other Aircraft. Failure to appropriately address the nuances of rotary wing Aircraft role specific hazards could lead to an increased Risk to Life (RtL). This regulation requires Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) to detail in orders the conduct of these role specific activities to ensure that RtL is As Low As Reasonably Practicable and Tolerable.	Yes
2315[04](06)	[04]	Authorized	Regulation	2315(1) - Regulation - Rotors Engaged Ground Runs	ADH and AM(MF) shall define procedures for the conduct of ground runs on rotary wing Aircraft with rotors engaged.	Yes
2315[04](06)001	[04]	Authorized	AMC	2315(1).1 - AMC - Rotors Engaged Ground Runs	The rotary wing Aircraft should be fully prepared for flight in so far as the purpose of the ground run permits.	Yes
2315[04](06)002	[04]	Authorized	AMC	2315(1).2 - AMC - Rotors Engaged Ground Runs	Aircrew, and other personnel participating as crew members, for the purpose of the ground run, should be fully briefed and equipped for the possibility that flight may become necessary.	Yes
2320[05]	[05]	Authorized	RA	2320 - RA (Issue 5) - Flight Procedures: Role Specific S2 and Certified Remotely Piloted Air Systems	Remotely Piloted Air Systems (RPAS) offer capabilities and challenges that are distinct from other Air Systems. Failure to appropriately address RPAS-specific Hazards could lead to an increased Risk to Life (RtL). This Regulatory Article requires Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) operate their RPAS with consideration of these Hazards, to ensure RtL is As Low As Reasonably Practicable (ALARP) and Tolerable.	No

2325[04]	[04]	Authorized	RA	2325 - RA (Issue 4) - Air Weapons Carriage, Training and Demonstrations	United Kingdom military registered Aircraft may be required to carry weapons during training and operational flying. The carriage of air weapons can increase Risk to Life (RtL) for Aircrew, ground personnel and third parties. This Regulatory Article puts in place measures and procedures to mitigate this increase in RtL. Definitions Relevant to this RA 1. Air Weapons. For the purposes of this RA, air weapons are considered to include both live and inert variants of Air Launched Weapons (ALW)[1], captive carriage weapons (where the weapon is secured to the Aircraft and unable to be released or jettisoned), guns, ammunition, pyrotechnics and countermeasures containing Ordnance, Munitions and Explosives when installed on the Aircraft (not carried as cargo). [1] ALW are defined in the MAA02: MAA Master Glossary; ALW are a subset of air weapons.	No
2325[04](01)	[04]	Authorized	Regulation	2325(1) - Regulation - Carriage of Air Weapons and Towed Targets	Air weapons and towed targets shall be carried in accordance with (iaw) the Release To Service (RTS) or, for non-RTS flying operations, the Military Permit to Fly.	No
2325[04](01)002	[04]	Authorized	AMC	2325(1).2 - AMC - Carriage of Air Weapons and Towed Targets	The operation, handling and maintenance of air weapons should be iaw approved data and procedures.	No
2325[04](01)003	[04]	Authorized	AMC	2325(1).3 - AMC - Carriage of Air Weapons and Towed Targets	Aviation Duty Holders (ADH) or Accountable Managers (Military Flying) (AM(MF)) should publish orders laying down the safety precautions to be observed and procedures to be followed when air weapons and towed targets are carried on, released, or jettisoned from, Aircraft.	No
2325[04](01)004	[04]	Authorized	AMC	2325(1).4 - AMC - Carriage of Air Weapons and Towed Targets	ADH and AM(MF) should ensure that warning notices detailing the dangers posed and precautions to be taken, are displayed at access points to any area where Aircraft carrying weapons may be operating on the ground. Additionally, local bye-laws and other civil regulations that impose further restrictions should be adher to.	No

2325[04](01)005	[04]	Authorized	AMC	2325(1).5 - AMC - Performance Failure of Air Weapons	After the performance failure of an air weapon, which includes inadvertent release of a towed target, the Aircraft Commander should ensure that: a. The positions of all relevant switches/mechanisms are noted and then set to 'safe'. b. All necessary actions are taken to minimize the risk of further hazard. In the event of a length of cable trailing from the Aircraft, which cannot be retracted, the Aircraft Commander should take such action that will minimize the risk of damage to personnel and property and inform the controlling authority (if in receipt of an Air Traffic Service). c. The incident is reported to the ground control with which the Air System is in communication, giving the location of the weapon/target and any other relevant information. d. Air Traffic Control at the destination is informed of the incident so that the appropriate personnel may meet the Aircraft on landing. e. A full investigation of the incident, iaw DSA 03 OME Part 2[2], is made after landing. [2] Refer to DSA 03 OME Part 2 (Formerly JSP 482), available on the gov.uk website.	No
2325[04](01)006	[04]	Authorized	AMC	2325(1).6 - AMC - Misfire and Hang-Up Precautions	When a misfire of guns, ammunition, countermeasures, rockets, guided missiles or stores hang-up occurs, the Aircraft Commander should keep the weapon pointed into a safe area for the time required to allow for a late discharge. Thereafter, the Aircraft should be recovered to a suitable location appropriately able to deal with the misfire / hang-up. The weapon should be assumed to be dangerous until rendered safe by appropriate armament personnel.	No
2325[04](01)007	[04]	Authorized	AMC	2325(1).7 - AMC - After-Flight Safety Precautions	At the end of every flight, the Aircraft Commander should ensure that they have returned the Aircraft to the appropriate armed state iaw the Air System Document Set or that no explosive armament stores are fitted.	No
2325[04](02)	[04]	Authorized	Regulation	2325(2) - Regulation - Air Weapons Training and Demonstrations	Air Weapons training and demonstrations shall only be conducted within approved areas or ranges.	No
2325[04](02)012	[04]	Authorized	AMC	2325(2).12 - AMC - Air Weapons Training and Demonstrations	All air weapons training and demonstrations should be conducted iaw the published orders for the area to be used.	No
2325[04](02)013	[04]	Authorized	AMC	2325(2).13 - AMC - Air Weapons Training and Demonstrations	Outside a promulgated area or range, air weapons training and demonstrations should only be conducted at sea, iaw BRd 1043[4]. [4] Refer to BRd 1043 - Gunnery and Guided Weapon Practices User Instructions.	No
2325[04](02)014	[04]	Authorized	AMC	2325(2).14 - AMC - Air Weapons Training and Demonstrations	The marking of buildings for training or demonstrations should be iaw STANAG 3564[5]. [5] Refer to STANAG 3564 Rules for Live Air Weapons Demonstrations.	No

2325[04](02)015	[04]	Authorized	AMC	2325(2).15 - AMC - Air Weapons Training and Demonstrations	Live air weapons demonstrations should be carried out iaw STANAG 3564[5]. [5] Refer to STANAG 3564 Rules for Live Air Weapons Demonstrations.	No
2327[05]	[05]	Authorized	RA	2327 - RA (Issue 5) - Air Combat Manoeuvring, Basic Fighter Manoeuvres and Basic Helicopter Manoeuvres	Air Combat Manoeuvring (ACM), Basic Fighter Manoeuvres (BFM) and Basic Helicopter Manoeuvres (BHM) are core fundamental skill sets required to prepare Aircrew and Aircraft for operations in contested environments. Training for these activities is innately hazardous, involving high energy manoeuvres of Aircraft in close proximity to each other and obstacles or terrain. Therefore, those engaged in the conduct and supervision of such activity need to be appropriately qualified and must apply the highest standards of flying discipline, pre-flight preparation and briefing supported by robust orders and instructions. Definitions Relevant to this RA 1. For the purpose of this RA the following definitions apply: a. Air Combat Manoeuvring (ACM). Multiple Aircraft conducting short range beyond visual range and within visual range tactics to defend against or engage one or more adversary Aircraft. b. Basic Fighter Manoeuvres (BFM) and Basic Helicopter Manoeuvres (BHM). Visual manoeuvring of a single Aircraft in a simulated engagement with a single adversary Aircraft.	Yes
2327[05](01)	[05]	Authorized	Regulation	2327(1) - Regulation - Air Combat Manoeuvring, Basic Fighter Manoeuvres and Basic Helicopter Manoeuvres	Supervision and conduct of ACM and BFM / BHM training shall be carried out by suitably qualified, competent and current Aircrew, who have been specifically authorized.	Yes

2327[05](01)002	[05]	Authorized	AMC	2327(1).2 - AMC - Air Combat Manoeuvring, Basic Fighter Manoeuvres and Basic Helicopter Manoeuvres	Aviation Duty Holders and Accountable Managers (Military Flying) should issue orders and instructions for ACM and BFM / BHM training (as appropriate for their Area of Responsibility) stipulating the following as a minimum: a. The minimum height at which manoeuvring may be conducted. b. The minimum separation between Aircraft. c. The manoeuvring limits for the Aircraft. d. Authorizing personnel and their responsibilities. e. Initial qualifications, training and currency. f. Planning and briefing requirements, including tactics and procedures. g. Safety and emergency procedures. H. Dissimilar-type procedures.	Yes
2327[05](01)003	[05]	Authorized	AMC	2327(1).3 - AMC - Air Combat Manoeuvring, Basic Fighter Manoeuvres and Basic Helicopter Manoeuvres	Aircrew should only conduct ACM training once they have completed the appropriate BFM / BHM training.	Yes
2327[05](01)004	[05]	Authorized	AMC	2327(1).4 - AMC - Joint Service and International Training	When ACM or BFM / BHM is part of exercises conducted between UK Armed Forces / Defence Contractor Flying Organizations (DCFO) or between UK Armed Forces / DCFO and foreign armed services, the most stringent ACM or BFM / BHM rules, applicable to any one of the participating Services / organizations, should be observed.	Yes

2330[07]	[07]	Authorized	RA	2330 - RA (Issue 7) - Low Flying	Low Flying (LF) is a core Defence Aviation skill which delivers operational effects and reduces operational Risk. It is necessary both on operations and in training for operations and requires significant derogation from the Air Navigation Order (ANO). Historically, flight at low level has been a factor in a number of fatal Accidents and Mid-Air Collisions (MAC). It reduces the margin for error in Air System operations and can cause ►◄ annoyance to the public. To enable Risk to Life (RtL) to be managed to As Low As Reasonably Practicable (ALARP) and Tolerable, this Regulatory Article (RA) requires those engaged in the conduct and supervision of LF to ensure the highest standards of ►governance,◄ flying discipline, pre-flight preparation and briefing are maintained. Definitions Relevant to this RA Low Flying. 1. Day. By day, ►Aircraft◄ are to be considered to be conducting LF when: a. Fixed Wing1 (FW) ►Aircraft◄. FW ►Aircraft◄ when operating at less than 2000 ft Above Ground Level (AGL) / Above Mean Sea Level (AMSL); b. Light ►FW Aircraft2◄ and Rotary Wing (RW) ►Aircraft. Light FW Aircraft◄ and RW ►Aircraft◄ are considered to be LF when operating at less than 500 ft AGL / AMSL. 2. Night. By Night, all ►Aircraft◄ are considered to be LF when operating at less than 2000 ft AGL / AMSL. 3. ►Aircraft◄ will not be considered to be LF: a. If they are ►being◄ directed by Air Traffic Control; b. During departure or arrival at an airfield, Helicopter Landing Site or maritime platform; c. During an emergency, or when making a precautionary or forced landing. 4. ►UK Low Flying System (UKLFS). The UKLFS refers to military use of shared Class G airspace from surface to 2000 ft AGL / AMSL throughout the London Flight Information Region (FIR) and Scottish FIR. It does not include any airspace within Aerodrome Traffic Zones (ATZ), Military Aerodrome Traffic Zones (MATZ), Restricted Areas (except for EGR610; the Highlands Restricted	Yes
2330[07](01)	[07]	Authorized	Regulation	2330(1) - Regulation - Low Flying Governance	LF and the UK Low Flying System (UKLFS) shall be governed.	Yes
2330[07](01)005	[07]	Authorized	AMC	2330(1).5 - AMC - Low Flying Governance	5. ►Aircraft◄ should ►◄ comply with the LF rules of the country over which they are flying, unless UKLFS criteria or Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) orders and instructions are more restrictive, in which case the most restrictive should be applied.	Yes

2330[07](01)006	[07]	Authorized	AMC	2330(1).6 - AMC - Assistant Chief of the Air Staff (ACAS)	6. ACAS should: a. ►As an ADH / AM(MF) Facing organization4, provide a UKLFS that is appropriately managed in order to actively support ADHs / AM(MF)s to mitigate Risk in the delivery of LF; b. Provide LF policy for use of the UKLFS by UK military-registered Aircraft;◄ c. Provide a data service to promulgate activity throughout the UKLFS and state the policy for its use; d. Publish the policy and processes for use of the UKLFS in the UK Military Low Flying Handbook (UKMLFH), to include as a minimum: (1) The geographic boundaries of the UKLFS by day and Night, including definitions of specific designated areas and their use; (2) UKLFS operating hours; (3) Booking and post-flight procedures; (4) Action to be taken in the event of unauthorized LF; (5) Communications procedures; (6) Policy for airspace allocation priorities; (7) Exercise restrictions; (8) General and specific restrictions within the UKLFS; (9) Airspace Reservations, Transit Areas, Avoidance Areas and warnings; (10) Reporting of Hazards, Incidents and Accidents, including uncharted obstructions. e. Provide a LF Booking Cell that is established as the co-ordinating authority for all UKLFS bookings; authority may be delegated to specified areas. f. As the Defence Aeronautical Information Authority, ACAS should appoint an Aeronautical Information Service Provider (AISP) who will provide an Aeronautical Information Management Service (AIMS) in accordance with (iaw) RA 1030 and JSP 4955. 5 Refer to RA 1030 – Defence Aeronautical Information Management and JSP 495 - Aeronautical Information Policy.	Yes
2330[07](01)007	[07]	Authorized	AMC	2330(1).7 - AMC - ►No 1◄ Aeronautical Information Documentation Unit (AIDU)	7. As ►an◄ AISP, ►No 1◄ AIDU should produce accurate planning documents as part of the AIMS.	Yes
2330[07](01)008	[07]	Authorized	AMC	2330(1).8 - AMC - Regulation and Compliance	8. RA 23073, RA 23356 and the Manual of Military Air Traffic Management (MMATM) also contain relevant supporting Regulations with respect to weather conditions and unusual air activity / exercises and should be followed. 6 Refer to RA 2335 – Flying Displays and Flypasts.	Yes
2330[07](02)	[07]	Authorized	Regulation	2330(2) - Regulation - Aviation Duty Holders / Accountable Managers (Military Flying) Orders and Instructions	ADH and AM(MF) shall publish procedures, orders and instructions to ensure that the Risk associated with LF of ►Aircraft◄ in their Area of Responsibility (AoR) is ALARP and Tolerable.	Yes

2330[07](02)014	[07]	Authorized	AMC	2330(2).14 - AMC - Aviation Duty Holders / Accountable Managers (Military Flying) Orders and Instructions	14. ADH and AM(MF) should: a. Ensure that crews within their AoR are appropriately trained and competent to conduct LF; b. Assure that the Risk associated with LF and use of the UKLFS is ALARP and Tolerable; c. ►◄	Yes
2330[07](02)015	[07]	Authorized	AMC	2330(2).15 - AMC - Aviation Duty Holders / Accountable Managers (Military Flying) Orders and Instructions	15. ►ADH and AM(MF) should publish appropriate orders and instructions to ensure that crews within their AoR comply with LF policy.◄ As a minimum, ►these◄ orders and instructions should include: a. The required Aircrew qualifications and competence levels to conduct LF on ►Aircraft◄ within ►their◄ AoR; b. The Approval, Authorization and supervision process to conduct LF on ►Aircraft◄ within their AoR; c. Any specific Authorization procedures for LF activity. As a minimum the Authorization should include; (1) Details of the route or area of operation; (2) FW1 ►Aircraft◄. For all flying below 2000 ft AGL / AMSL the Minimum Separation Distance (MSD) should be stated; (3) Light ►FW Aircraft2◄ and RW ►Aircraft.◄ For all flying below 2000 ft AGL / AMSL, ►◄ the MSD, or Minimum Separation Criteria (MSC) ►in conjunction with AGL / AMSL,◄ should be stated; d. Minimum heights for LF, ►◄ should not be ►less than◄: (1) FW ►Aircraft8◄. 250 ft ►◄ MSD unless Authorized to conduct ►Operational Low Flying (OLF) or◄ OLF Training (OLFT); (2) RW ►Aircraft◄. 100 ft AGL ►/ AMSL◄ unless a lower minima is Approved within ADH or AM(MF) orders and instructions for specific ►manoeuvres9◄ (see Para ►16◄); (3) ►Light FW Aircraft2. 100 ft AGL / AMSL when conducting Practice Forced Landings (PFL).◄ e. The use and employment of ►Aircraft◄ Collision Avoidance Systems and Ground Collision Avoidance Systems, where fitted, including serviceability go / no-go criteria. f. Any additional criteria to be applied for LF at Night in consideration of the following: (1) Mitigation for unmarked obstacles; (2) Additional minima to be applied to terrain and obstacle separation criteria; (3) Equipment serviceability and minimum equipment requirements;	Yes
2330[07](02)016	[07]	Authorized	AMC	2330(2).16 - AMC - Aviation Duty Holders / Accountable Managers (Military Flying) Orders and Instructions	16. Where the ADH or AM(MF) Approve RW ►Aircraft◄ within their AoR to operate below 100 ft ►AGL / AMSL / MSD◄ this activity should be specifically reflected within the Air System Safety Case (ASSC) iaw RA 120511.	Yes
2330[07](03)	[07]	Authorized	Regulation	2330(3) - Regulation - Low Flying - General	LF shall be conducted to a common set of Regulations and processes.	Yes
2330[07](03)020	[07]	Authorized	AMC	2330(3).20 - AMC - Low Flying - General	20. Rules of the Air. RA 23073 should also be complied with when conducting LF.	Yes

2330[07](03)021	[07]	Authorized	AMC	2330(3).21 - AMC - Low Flying - General	21. LF Areas. Unless written Authorization to the contrary has been obtained from ADH or AM(MF), LF should be conducted only within the confines of the UKLFS and along routes and in areas abroad which have been formally Approved by the appropriate national / local authority for use by UK military ►registered Aircraft.◄	Yes
2330[07](03)022	[07]	Authorized	AMC	2330(3).22 - AMC - Low Flying - General	22. Communications. LF crews should monitor a common Low Level frequency together with 243.0 MHz (Guard), whenever possible, iaw local or national procedures.	Yes
2330[07](03)023	[07]	Authorized	AMC	2330(3).23 - AMC - Low Flying - General	23. Use of Identification Friend or Foe (IFF) / Secondary Surveillance Radar (SSR) Transponder. ►Aircraft◄ should not LF without a serviceable IFF / SSR transponder. ►Aircraft should “squawk” the mode 3A / C conspicuity (and mode S where fitted) code appropriate to Aircraft type when conducting flights within the UKLFS or iaw local national procedures outside of the UKLFS.◄	Yes
2330[07](03)024	[07]	Authorized	AMC	2330(3).24 - AMC - Low Flying - General	24. ►◄	No
2330[07](03)025	[07]	Authorized	AMC	2330(3).25 - AMC - Low Flying - General	25. Minimum Separation Considerations. When Authorizing LF, the following should be used: a. FW1 ►Aircraft◄. Flying below 2000 ft AGL / AMSL should be iaw MSD; b. Light ►FW Aircraft2◄ and RW ►Aircraft: Flying below 2000 ft AGL / AMSL, should be iaw MSD or MSC in conjunction with AGL / AMSL.◄ (1) ►◄ (2) ►◄	Yes
2330[07](03)026	[07]	Authorized	AMC	2330(3).26 - AMC - Low Flying - General	26. Low Flying over Congested Areas7 and Public Assemblies. ►The minimum height for Aircraft flying over Congested Areas of cities, towns and settlements should be 2000 ft AGL (1000 ft AGL in the case of Light FW Aircraft and RW Aircraft)15. Furthermore, if required, this height should be increased to permit a safe emergency landing or safe abandonment outside the Congested Area in the event of a power unit failure.◄	Yes
2330[07](03)027	[07]	Authorized	AMC	2330(3).27 - AMC - Low Flying - General	27. Environmental, Industrial, Medical and Nature Sites. ►Aircraft◄ should avoid environmental, industrial, medical and nature sites by a minimum of 2000 ft AGL and 0.25 nm laterally unless otherwise specified by local or national procedures.	Yes
2330[07](03)028	[07]	Authorized	AMC	2330(3).28 - AMC - Low Flying - General	28. Free-fall Parachute Areas. ►Aircraft◄ should avoid free-fall parachute areas by a minimum of 2000 ft AGL and 1 nm laterally unless otherwise specified by local or national procedures.	Yes
2330[07](03)029	[07]	Authorized	AMC	2330(3).29 - AMC - Low Flying - General	29. Small Arms Ranges. ►Aircraft◄ should avoid small arms ranges by a minimum of 500 ft AGL unless otherwise specified by local or national procedures.	Yes
2330[07](03)030	[07]	Authorized	AMC	2330(3).30 - AMC - Planning Considerations	30. All LF should be planned on the latest Special Air Chart (Low Flying Chart (LFC) or M5219-Air), applicable 1:50,000 series chart or ADH / AM(MF)-Approved electronic planning equipment.	Yes
2330[07](03)031	[07]	Authorized	AMC	2330(3).31 - AMC - Planning Considerations	31. All charts used for the planning of LF should include latest Chart Amendment Low Flying (CALF), NOTAM and any other relevant LF information.	Yes

2330[07](03)032	[07]	Authorized	AMC	2330(3).32 - AMC - Planning Considerations	32. Where an ADH or AM(MF) allows the use of electronic planning tools for LF on Air Systems within their AoR, the ADH or AM(MF) should ensure: a. Electronic charts include the latest CALF, NOTAM and any other relevant LF information; b. The information contained within electronic LFC has been appropriately Assured; c. Electronic planning tools used on Air Systems within their AoR are appropriately Approved for flight; d. The use of electronic planning tools is specifically reflected within the ASSC iaw RA 120511.	Yes
2330[07](03)033	[07]	Authorized	AMC	2330(3).33 - AMC - Planning Considerations	33. Weather Limitations. Weather limitations for LF outside UK Airspace should be iaw ADH or AM(MF) orders and instructions or RA 23073 unless the Regulations promulgated by the national or local authorities are more restrictive, in which case they should be adhered to	Yes
2330[07](03)034	[07]	Authorized	AMC	2330(3).34 - AMC - Planning Considerations	34. Flying near Ships and Oil / Gas Installations at Sea. ►ADH and AM(MF) should issue orders and instructions that specify the minimum avoidance criteria for warships16, other shipping, and fixed and mobile oil / gas installations. When determining the minimum avoidance criteria, ADH and AM(MF) should consider: safe separation with any Aircraft operating to / from the ship / installation; the avoidance of interference with ship or Aircraft operations; the avoidance of any high-power radio / radar Hazards associated with the ship / installation; and any relevant local or national procedures. The following margins should be considered the minimum unless there is a justifiable and valid Service or Defence Contractor Flying Organisation (DCFO)17 requirement for lower and the Aircraft is specifically Authorized to operate to / from / with a particular ship for a particular sortie:◄ a. Aircraft Carriers and ►Warships◄ Known to be Operating FW ►Aircraft. Avoidance margin of◄ 5 nm laterally or above 3000 ft AMSL. b. Other Warships: (1) ►For◄ FW ►Aircraft,◄ 2 nm laterally or above 2000 ft AMSL ►◄. (2) ►For◄ RW ►Aircraft,◄ sufficient to avoid interference with other ►Aircraft◄ operations. (3) ►◄ c. ►Shipping. Avoidance margin sufficient to avoid interference, disturbance or disruption with any ship or Aircraft operations, but not less than 250 ft MSD, or as specified by local or national procedures (if more restrictive). d. Fixed or Mobile Gas Installations. Avoidance margin sufficient to avoid interference, disturbance or disruption of operations including Aircraft operations, but not less than 1.5 nm laterally or 2000 ft AMSL, or as specified by local or national procedures (if more restrictive).◄ 16 ADHs and AM(MF)s should ensure that flights near any foreign warships are iaw with any relevant standing Operation Orders and / or Directives and that any relevant political and / or diplomatic considerations are observed	Yes

2330[07](03)035	[07]	Authorized	AMC	2330(3).35 - AMC - Planning Considerations	35. Flying near Russian Ships. In addition to the provisions above, Air System Commanders should be aware of Article IV of the Bi-lateral UK / Russia Agreement on the Prevention of Incidents at Sea, which states: “Commanders of Air System of the Parties shall use the greatest caution and prudence in approaching Air System and ships of the other Party, in particular ships engaged in the launching or landing of Air System, and, in the interests of mutual safety, shall not permit simulated attacks by the simulated use of weapons against Air System or ships of the other Party, or dropping objects near them in such a manner as to be hazardous to ships or constitute a hazard to navigation. Such actions shall also not be taken by Air System of each Party against non- military ships of the other Party.” And “Air System of the Parties flying in darkness or under instrument conditions shall, wherever feasible, display navigation lights.”.	Yes
2330[07](03)036	[07]	Authorized	AMC	2330(3).36 - AMC - Planning Considerations	36. Retention of Sortie Data. Air System Head Up Display (HUD) and sensor data media should be retained for a minimum of 4 weeks, or iaw RA 120718, before re-use unless further retention has been requested. It is accepted that electronic data retention is limited by the volume of available electronic media; units should make best effort where a 4 week retention period is not achievable.	Yes
2330[07](03)037	[07]	Authorized	AMC	2330(3).37 - AMC - Planning Considerations	37. Records of Flight. A Record of Flight (RoF) for each low-level sortie should be completed prior to the sortie and amended post-flight to indicate any deviations. RoF should be retained for 6 months.	Yes
2330[07](04)	[07]	Authorized	Regulation	2330(4) - Regulation - UK Low Flying System - Specific	►Aircraft◄ operating in the UKLFS shall conform to common standards to minimize Risk and to avoid nuisance to the public.	Yes
2330[07](04)041	[07]	Authorized	AMC	2330(4).41 - AMC - UK Low Flying System - Specific	41. ►UKMLFH. Aircraft LF in the UK should comply with the UKMLFH.◄	Yes
2330[07](04)042	[07]	Authorized	AMC	2330(4).42 - AMC - UK Low Flying System - Specific	42. Communication. The full UKLFS communications procedures are detailed in the UKMLFH and should be used when operating in the UKLFS.	Yes
2330[07](04)043	[07]	Authorized	AMC	2330(4).43 - AMC - UK Low Flying System - Specific	43. IFF / SSR. ►Aircraft◄ operating within the UKLFS should transmit iaw the UKMLFH.	Yes
2330[07](04)044	[07]	Authorized	AMC	2330(4).44 - AMC - UK Low Flying System - Specific	44. Exercises Involving Warships. SSR should only be selected to standby if required for tactical purposes, and in this circumstance, only for the minimum time needed to achieve the aim.	Yes
2330[07](04)045	[07]	Authorized	AMC	2330(4).45 - AMC - UK Low Flying System - Specific	45. Avoidance Criteria. The avoidance criteria contained in this RA, RA 23073 and the UKMLFH should be adhered to when operating in the UKLFS.	Yes
2330[07](04)046	[07]	Authorized	AMC	2330(4).46 - AMC - UK Low Flying System - Specific	46. TTA. OLF should be pre-booked iaw the procedure detailed in the UKMLFH. When TTA are active, the airspace is allocated to a single military ►Aircraft◄ / Formation; activity in the overlapping LFAs should be subject to height restrictions and detailed in the UKMLFH.	No

2330[07](04)047	[07]	Authorized	AMC	2330(4).47 - AMC - UK Low Flying System - Specific	47. Transit Areas. a. FW ►Aircraft◄ should not overfly Transit Areas below 2000 ft AGL; b. RW ►Aircraft◄ (Maximum All Up Mass >5700 kg) should not overfly Transit Areas below 1000 ft AGL; c. All other ►Aircraft◄ should not overfly Transit Areas below 500 ft AGL in rural areas, and 1000 ft AGL in Congested Areas; d. Transit Areas should be considered as Congested Areas for the purposes of conducting a flypast under RA 23356.	Yes
2330[07](04)048	[07]	Authorized	AMC	2330(4).48 - AMC - UK Low Flying System - Specific	48. Avoidance Areas. a. FW ►Aircraft◄ should not enter Avoidance Areas without the prior Approval of OC MAMC. When Approved, the ►◄ height should not be less than 2000 ft AGL, except when complying with RA 23356. b. RW and light ►FW Aircraft2◄ may enter Avoidance Areas but, without the prior Approval of OC MAMC, should remain above 500 ft AGL in rural areas and 1000 ft AGL in Congested Areas.	Yes
2330[07](04)049	[07]	Authorized	AMC	2330(4).49 - AMC - UK Low Flying System - Specific	49. When transiting the Thames Valley Avoidance Area (TVAA) under Controlled Airspace the limits from the UKMLFH apply. If sufficient height cannot be maintained (consider if forced down by weather or other cause), a flight path should be chosen to avoid overflight of the Congested Area, wherever possible, unless doing so would endanger the ►Aircraft.◄	Yes
2330[07](04)050	[07]	Authorized	AMC	2330(4).50 - AMC - UK Low Flying System - Specific	50. Flying over any place where large numbers of people are assembled, or a public assembly is taking place should be prohibited below 1000 ft AGL except when: a. Approved by MOD12; b. In connection with Flying Displays, Role Demonstrations or Flypasts conducted in iaw RA 23356; c. It is necessary to do so while carrying out arrival or departure.	Yes
2330[07](04)051	[07]	Authorized	AMC	2330(4).51 - AMC - UK Low Flying System - Specific	51. Flypasts over Central London (eg R160 ‘the Specified Area’) should obtain prior Approval from ACAS through OC MAMC.	Yes
2330[07](04)052	[07]	Authorized	AMC	2330(4).52 - AMC - UK Low Flying System - Specific	52. Speed Limitations Within the UKLFS. ►The following speed limitations should be adhered to: a. A maximum cruise speed of 450 Kts; b. For specific tactical flying activities Approved by the ADH or AM(MF): (1) Operating height at or below 150 ft MSD. Maximum speed for short-term activity should be 500 KIAS; (2) Operating height above 150 ft MSD. Maximum speed for short-term activity should be 550 KIAS; c. When in connection with Flying Displays, Role Demonstrations or Flypasts, these should be iaw with RA 23356.◄	No
2330[07](04)053	[07]	Authorized	AMC	2330(4).53 - AMC - UK Low Flying System - Specific	►◄	No
2330[07](04)054	[07]	Authorized	AMC	2330(4).54 - AMC - UK Low Flying System - Specific	54. Use of Reheat. Reheat should not be used within the UKLFS except for essential training requirements, Air System emergencies or Authorized Flying Displays, Role Demonstrations or Flypasts conducted iaw RA 23356.	No
2330[07](04)055	[07]	Authorized	AMC	2330(4).55 - AMC - UK Low Flying System - Specific	55. UKLFS Warnings. The UKMLFH lists warnings Aircrew should be aware of when operating within the UKLFS.	Yes

2335[11]	[11]	Authorized	RA Rationale	Flying Displays, Display Flying, Role Demonstrations and Flypasts	Military involvement in Flying Displays, Display Flying, Role Demonstrations and Flypasts►[1]◄ plays an important role in Defence Engagement in the UK and abroad. These activities also allow Heads of Establishment (HoE) to engage with the families and friends of serving military personnel, and Commanders to engage with their local communities. Flying Displays, Display Flying, Role Demonstrations and Flypasts can involve ►◄ Aircraft operating in close proximity to gatherings of people; this activity involves an increase in Risk to Life (RtL) over normal operating and if not managed effectively this Risk could become intolerable. This Regulatory Article (RA) regulates all UK military registered ►Aircraft◄[2] (when conducting Display Flying, Role Demonstrations and Flypasts (Mil) worldwide) and foreign military registered Aircraft (when conducting Display Flying, Role Demonstrations and Flypasts (Mil) in the UK); additionally, it regulates all Flying Displays held over MOD-Occupied Property[3] in the UK, and, Flying Displays held over non MOD-Occupied Property in the UK that involve military registered ►Aircraft◄ only. It ensures that appropriate individuals are made responsible for all facets of planning, organizing, managing and delivering Flying Displays, Display Flying, Role Demonstrations and Flypasts (Mil) to ensure RtL remains As Low As Reasonably Practicable (ALARP)[4] and Tolerable. [1] ►Words and terms in this Regulation with capitalization are defined in either MAA 02 or CAA CAP 403.◄ [2] That is any ►Aircraft◄ on the Military Aircraft Register or any Aircraft operated by the MOD. [3] The term ‘over MOD-Occupied Property’ refers to Display Flying, Role Demonstration or Flypast activity conducted for personnel located within the boundaries of a MOD site even if the activity is conducted over civilian land or water. [4] Refer to RA 1210 – Ownership and Management of Operating Risk (Risk to Life).	Yes
2335[11](00)001	[11]	Authorized	Applicability	Applicability of this RA	1. Applicability of this RA. ►When conducting Flying Displays, Practices and Validations◄ this RA applies to the following: a. The HoE, Event Organizers (EO) and Flying Display Directors (FDD) of Flying Displays held over MOD-Occupied Property. b. Aviation Duty Holders (ADH), Accountable Managers (Military Flying) (AM(MF)), EO and FDD involved in Display Flying over non MOD-Occupied Property that involves ►UK◄ military registered ►Aircraft◄ only. c. All personnel involved in conducting Display Flying, Role Demonstrations or Flypasts (Mil) utilizing military registered ►Aircraft◄[5]. d. All personnel involved in conducting Display Flying or Flypasts utilizing civil registered Aircraft over MOD-Occupied Property. e. All foreign military registered Aircraft when conducting Display Flying, Role Demonstrations and Flypasts (Mil) in the UK. [5] This includes all military registered Remotely Piloted Air Systems (RPAS) detailed in the RA 1600 Series: Remotely Piloted Air Systems.	Yes

2335[11](01)	[11]	Authorized	Regulation	Flying Display Organization and Management	2335(1) All Flying Displays, ►Practices and Validations◄ shall be planned, managed, organized and delivered ►ensuring RtL is◄ ALARP and Tolerable.	Yes
2335[11](01)030	[11]	Authorized	AMC	Flying Display Organization and Management	30. Applicability of this Regulation. RA 2335(1) should apply to: a. The HoE, EO and FDD of all Flying Displays held over MOD-Occupied Property; b. ADH / AM(MF), EO and FDD for events held over non MOD-Occupied Property where the only Participants are military registered ►Aircraft.◄	Yes
2335[11](01)031	[11]	Authorized	AMC	Flying Display Organization and Management - HoE Responsibilities	31. HoE. The HoE should: a. Be accountable for planning, managing, organizing and delivering a Flying Display, assuring themselves that RtL is ►◄ ALARP and Tolerable; b. Issue Terms of Reference (ToRs) to the EO and FDD that appropriately bound their responsibilities (see para 60 for guidance); c. Provide a safe operating environment within which ►◄ Aircraft can conduct Display Flying; d. As an ADH-Facing entity, actively support the relevant ADH / AM(MF), or equivalent, in their management of Air Safety and identify any decision, activity or change in circumstances that has the potential to introduce new or increased RtL to an ADH / AM(MF)'s operations, or which challenges the achievement of their ALARP and Tolerable status[14]. [14] Refer to RA 1020(4): Responsibilities of Aviation Duty Holder-Facing Organizations.	Yes
2335[11](01)032	[11]	Authorized	AMC	Flying Display Organization and Management - HoE Responsibilities	32. Appointing Flying Display Executives. The HoE should appoint suitably experienced Flying Display Executives as follows: a. EO. The post of EO should be held by a suitably experienced person. b. FDD. The post of FDD (and Deputy FDD, when appointed) should be held by a SQEP who should not be a Participant in the Flying Display. Additionally, the FDD should: (1) Hold a valid FDD accreditation for the Tier of Flying Display being held, iaw para 39, 63, 64, 65 and 66; (2) Be current for the Tier of Flying Display being held, iaw para 39, 63, 67 and 68; c. The FDD should have primacy over the EO in all matters concerning Air Safety.	Yes
2335[11](01)033	[11]	Authorized	AMC	Flying Display Organization and Management - HoE Responsibilities	33. Flying Displays held over non MOD-Occupied Property with military registered ►Aircraft◄ only. Where a Flying Display is held over non MODOccupied Property and / or there is no HoE, the EO should accept Accountability for the HoE responsibilities listed at para 31, 32, ►47 and 51◄ of this RA. If the EO is unable or unwilling to accept Accountability the Flying Display should not involve military registered ►Aircraft.◄	Yes
2335[11](01)034	[11]	Authorized	AMC	Flying Display Organization and Management - ADH / AM(MF) Responsibilities	34. ADH / AM(MF) Responsibilities. ADH / AM(MF) should retain responsibility for the safe operation of ►Aircraft◄ in their Area of Responsibility (AoR) when they are involved in Display Flying, Role Demonstrations and Flypasts (Mil).	Yes

2335[11](01)035	[11]	Authorized	AMC	Flying Display Organization and Management - ADH / AM(MF) Responsibilities	35. ADH / AM(MF) should ensure that Display Flying conducted by ►Aircraft◄ within their AoR is specifically included within the Air System Safety Case (ASSC) ►◄[15]. [15] Refer to RA 1205 – Air System Safety Cases.	Yes
2335[11](01)036	[11]	Authorized	AMC	Flying Display Organization and Management - Authority and Permissions	36. Authority to conduct Flying Displays. Authority to conduct a Flying Display over MOD-Occupied Property should be given by the HoE and the MAA informed (DSA-MAA-Display-Forms@mod.gov.uk) at least 42 days prior to the event using RA 2335 Form 1 (Flying Display Notification Form). Administrative arrangements for such events should be detailed in orders or instructions.	Yes
2335[11](01)037	[11]	Authorized	AMC	Flying Display Organization and Management - Authority and Permissions	37. Events over non MOD-Occupied Property in the UK. Where an event is held over non MOD-Occupied Property, military registered ►Aircraft◄ should only conduct Role Demonstrations or Flypasts (Mil), unless a CAA Flying Display Permission is in place. a. Flying Displays over non MOD-Occupied Property in the UK with military registered ►Aircraft◄ only. Such events are MAA regulated for which a CAA Flying Display Permission ►should not◄ be issued; in these circumstances Participant's ADH / AM(MF) should (providing they assess the activity is appropriate, ALARP and Tolerable) apply to the MAA for a Waiver to para 37 iaw MAA03[16] having: (1) Assured themselves that an EO and FDD have been appointed; (2) Ensured that the EO understands and accepts Accountability for planning, managing, organizing and delivering the Flying Display, and assuring themselves that RtL is ALARP and Tolerable in lieu of a HoE as per para 31; (3) Ensured that the FDD understands that this RA applies to the event and complies with its requirements fully; (4) Confirmed that the venue is suitable for their ►Aircraft◄ to conduct Display Flying. b. Where there are multiple Participant's and more than one ADH / AM(MF), the ADH / AM(MF) with the ►most Aircraft◄ involved in the Flying Display should liaise with the other Participant's ADH / AM(MF) prior to submission of a combined Waiver request, covering all ►Aircraft◄ involved, to the MAA. [16] Refer to Annex C of MAA03: MAA Regulatory Processes.	Yes
2335[11](01)038	[11]	Authorized	AMC	Flying Display Organization and Management - Authority and Permissions	38. Participation of non-Release To Service (RTS) UK military registered ►Aircraft.◄ Participation of non-RTS UK military registered ►Aircraft◄ at Flying Displays, Role Demonstrations or Flypasts (Mil) should be approved by the ►Aircraft◄ ADH / AM(MF). Such activity should conform with the Air System Military Permit to Fly or the limitations as articulated in the appropriate Certificate of Usage. The MAA should be informed of such activity (DSA-MAA-Display@mod.gov.uk) at least 14 days prior to the event.	Yes

2335[11](01)039	[11]	Authorized	AMC	Flying Display Organization and Management - Authority and Permissions	39. Flying Display Categorization. The following criteria should be used by HoE, EO and FDD in conjunction with Table 1 to categorize Flying Displays into Tiers[17]; FDDs should be accredited to at least the same Tier as that of the Flying Display. a. High / Low Energy ►Aircraft.◄ As per para 22. b. Complexity. HoE, EO and FDD should consider the following criteria when making a judgement on whether an event is High or Low complexity: (1) Airspace. Consider the complexity of the airspace surrounding the display venue, including proximity to Controlled Airspace or areas with specific limitations that may affect the type of ►◄ Aircraft displaying. (2) Geography. Consider the Hazards posed by the terrain along with the event layout. (3) Congested Areas. Consider the proximity, density and size of Congested Areas. (4) Secondary Spectators and Third Parties. Consider the likelihood and controllability of Secondary Spectators ►and Third Parties◄ gathering outside the designated Spectator Areas►[18]◄ and any effect the Flying Display might have on members of the public in the vicinity. Consider the proximity of major roads, railway lines and local infrastructure and how busy they are likely to be during the event. (5) Display Length. Consider the effect of the Flying Display window on deconfliction issues, eg 3 items over 2 hrs may be less complex than 3 items over 15 min. (6) Display Team / Display Item Size. Consider the number and type of ►◄ Aircraft in a Display Team / Display Item with respect to the size and nature of the display venue. (7) Event Type. Consider the type of event and how Display Flying activity is integrated; is the Flying Display the focus of the event or just an additional attraction? Note: Any Flying Display with a High Energy Display Team of 3 or more ►◄ Aircraft should be categorized as a minimum Tier 2.	Yes
2335[11](01)040	[11]	Authorized	AMC	Flying Display Organization and Management - EO, FDD and FCC Responsibilities	40. EO. The EO should be responsible for all matters pertaining to the wider planning and execution of the event. As a minimum the EO should[20]: a. Be responsible for the production of an event Risk Assessment; b. Ensure that appropriate insurance arrangements are in place for all participating ►◄ Aircraft, whether participating as a Static Display, Flypast, Role Demonstration or conducting Display Flying[21]. [20] This list is not exhaustive, and the HoE may wish to expand responsibilities within ToRs. [21] ►For insurance requirements see JSP360 Part 2, Chapter 2, Para 4◄	Yes

2335[11](01)041	[11]	Authorized	AMC	Flying Display Organization and Management - EO, FDD and FCC Responsibilities	41. FDD. ►At events over MOD-Occupied Property the FDD is responsible to the HoE for the safe conduct of the Flying Display.◄ As a minimum, the FDD should be responsible for[20]: a. Designating a Display Area. Details of Obstacles, Hazards, Structures occupied by non-essential personnel and any anticipated areas of Secondary Spectators ►or Third Parties◄ within the Display Area should be annotated on a 1:50,000 scale map which is promulgated to all Participants at least 42 days prior to the event; b. Hazard identification and the subsequent assessment of Risk, application of control measures and mitigations associated with the Flying Display elements of an event; c. Production and promulgation of a Flying Display Risk Assessment to all Participants at least 42 days prior to the event; d. The coordination, control and Safety of all flying activities conducted as part of a Flying Display; e. Monitoring flying discipline during a Flying Display; f. The scrutiny of all Participants' DA, DA Exemption, PDA or foreign Participants national equivalents for regulatory compliance; g. The briefing (including the production of written Display Pilots' notes) and debriefing of all Participants; h. Control of the Flying Display programme and cancellation or modification of the programme in the case of adverse weather or other conditions that directly affect the Flying Display; i. The appointment and management of a FCC, if applicable (see para 42 and 43); j. Ensuring appropriate orders or instructions for the Flying Display are in place, including orders or instructions for Incident and Post-Crash Management; k. Coordinating the completion and submission of RA 2335 Form 2 (Foreign Military Participant Application Form) seeking approval from the MAA (DSAMAA-Display-Forms@mod.gov.uk) for foreign military registered Aircraft involvement at least 42 days prior to the event and RA 2335 Form 3 (Foreign	Yes
2335[11](01)042	[11]	Authorized	AMC	Flying Display Organization and Management - EO, FDD and FCC Responsibilities	42. FCC. A FCC should be appointed by the FDD for Flying Displays where there are 4 or more Display Items.	Yes

2335[11](01)043	[11]	Authorized	AMC	Flying Display Organization and Management - EO, FDD and FCC Responsibilities	43. FCC Responsibilities. As a minimum, the FCC's responsibilities should include: a. Assisting the FDD with the safe execution of the Flying Display; b. Assisting the FDD to monitor the standard and Flying Display related discipline of Participants; c. Assisting the FDD in the Validation of any display Participants, if required; d. Providing the FDD with specialist knowledge regarding Display Items; e. Providing the FDD with SQEP opinion in the case of any regulatory infringements or concerns regarding flying discipline; f. Advising the FDD on restrictions or additional limitations if required; g. Monitoring the conduct of all display Participants for regulatory compliance; h. Intervening or stopping, on the grounds of Safety, any display Participant or, in extreme cases where the FDD cannot be consulted, the whole Flying Display; i. Being available throughout the period of the Flying Display.	Yes
2335[11](01)044	[11]	Authorized	AMC	Flying Display Organization and Management - Foreign Military Participants at Flying Displays in the UK	44. FDD Responsibilities. If foreign military Aircrew[23] intend to participate at a Flying Display in the UK, the FDD should ►ensure◄ that: a. Foreign military Participants are approved to conduct Display Flying, Role Demonstrations or Flypast (Mil) at Flying Displays in the UK by the MAA; b. Foreign military Participants are validated to conduct Display Flying, Role Demonstrations or Flypast (Mil) at Flying Displays in the UK, if required (see para 45 and 74); c. A completed RA 2335 Form 2 (Foreign Military Participant Application Form) is submitted to the MAA (DSA-MAA-Display-Forms@mod.gov.uk) at least 42 days prior to the event; d. The foreign military Participant submits the planned (zero wind speed) ground track of their Display Sequence on suitable scale mapping (or overlaid on imagery) of the display venue to the FDD as part of the RA 2335 Form 2 submission at least 42 days prior to the event. The Display Sequence should include detail on minimum heights and maximum speeds for each manoeuvre. The FDD should use this information to confirm the Participant complies with this RA, the Display Sequence is suitable for the display venue, and incorporate the Display Item into their Flying Display Risk Assessment, if required. e. ►Where a foreign military display Participant has a nationally approved sequence (PDA or equivalent) which does not adhere to the limits within this RA then the FDD should consider which is safer; to request the foreign display Participant to change the Approved display or to submit a Waiver request[24] to the MAA to allow the nationally approved sequence to be flown.◄ [23] For further guidance see para 73-74. [24] ►Refer to MAA03: MAA Regulatory Processes.	Yes

2335[11](01)045	[11]	Authorized	AMC	Flying Display Organization and Management - Foreign Military Participants at Flying Displays in the UK	45. Foreign military Participant Validations. If required by the MAA, HoE, EO or the FDD, the Validation of such Participants should be conducted by the FDD, or a suitably experienced individual nominated by, and on behalf of, the FDD. a. Validation Reporting. The FDD should complete and submit RA 2335 Form 3 (Foreign Military Participant Validation Form) to the MAA (DSA-MAADisplay-Forms@mod.gov.uk) prior to the Flying Display for which the Validation is intended. For further guidance see para 74; b. Validation during a Flying Display. Validation of a Participant should not take place during the Flying Display for which the Validation is intended. c. ►Validation in areas where overflight of Third Parties or Secondary Spectators cannot be avoided. When validating a Display Sequence at a venue where the display footprint either overflies or could overfly Third Parties or Secondary Spectators, then the FDD should assess the Risk to these persons and, if appropriate, conduct validation at an alternative location. If the Risk to Third Parties and Secondary Spectators cannot be avoided, then the HoE should ensure the Risk is ALARP and Tolerable and record the decision appropriately.◄	Yes
2335[11](01)046	[11]	Authorized	AMC	Flying Display Organization and Management - Foreign Military Registered Aircraft conducting Flypasts (Mil) at Other Events	46. Foreign Flypast (Mil). Foreign military registered Aircraft conducting a Flypast (Mil) at an event other than a Flying Display in the UK do not require formal MAA approval; however, the relevant sections of RA 2335 Form 2 (Foreign Military Participant Application Form) should be submitted to the MAA (DSA-MAA-DisplayForms@mod.gov.uk) at least 14 days prior to the event and the activity should be conducted iaw RA 2330►[25]◄ and the UK Military Low Flying Handbook (UKMLFH)[26]. [25] Refer to RA 2330 – Low Flying.◄ [26] UKMLFH para 01.04.07 and 01.04.08 refers.	No

2335[11](01)047	[11]	Authorized	AMC	Flying Display Organization and Management - Safety Considerations	47. Secondary Spectators and Third Parties. The ►HoE,◄ EO and FDD should take all reasonable steps to minimize the Risk to Secondary Spectators and Third Parties. Particular consideration should be given to the following: a. Congested Areas. ►Flight over Congested Areas should be conducted iaw RA 2330[25]. Where flight over Congested Areas cannot be undertaken iaw RA 2330[25] the HoE, working with the FDD, should put in place appropriate mitigations to ensure RtL is ALARP and Tolerable and request a Waiver against RA 2330[25], iaw MAA 03[24];◄ b. Roads and Railways. ►The HoE, working with the FDD and EO,◄ should put in place and record appropriate mitigations to ensure RtL is reduced to ►◄ ALARP and Tolerable for Third Parties on busy roads and railways surrounding a Flying Display venue; c. Secondary Spectators. ►The HoE, working with the EO,◄ should identify areas likely to be occupied by Secondary Spectators and take all reasonable steps to prevent Secondary Spectators gathering in high-Risk areas ►◄. Prevention will not always be possible; in this case the EO should take all reasonable steps to inform Secondary Spectators of the Risk to them ►and record the mitigations taken;◄ d. Curtailing a Flying Display due to Secondary Spectators or Third Parties. The presence of Secondary Spectators or Third Parties may not automatically require a Flying Display to be curtailed or abandoned; an EO and / or FDD should use their judgement to assess the Risk against the mitigations taken and satisfy ►the HoE◄ that all reasonable steps to ensure any RtL is reduced to ►◄ ALARP and Tolerable.	Yes
2335[11](01)048	[11]	Authorized	AMC	Flying Display Organization and Management - Safety Considerations	48. Arrivals and Departures at Flying Display venues. All arrivals and departures at display venues should be conducted iaw Aerodrome procedures and / or extant Regulations.	Yes
2335[11](01)049	[11]	Authorized	AMC	Flying Display Organization and Management - Safety Considerations	49. Use of PDA or DA privileges during arrivals and departures. Participants should not use the privileges of their PDA or DA during arrivals or departures unless explicitly approved by the FDD; such approvals should be limited to pre-arranged Display Flying practices or when the arrival or departure is conducted as part of the Display Sequence during the Flying Display itself.	Yes

2335[11](01)050	[11]	Authorized	AMC	Flying Display Organization and Management - Safety Considerations	50. Minimum Public Safety Considerations. HoE, EOs and FDDs should ensure that, as a minimum, the following specific requirements for public Safety are met: a. Spectator Areas ►◄ should be clearly delineated by barriers. ►◄ At display venues where the Spectator Area also ►has defined◄ sides, the Crowd Line, for the purpose of an ►◄ Aircraft maintaining the correct lateral separation distances, should be considered to run along the front and down the sides of the Spectator Area. b. Adequate markings should be set up in the Display Area to enable Participants to maintain appropriate separation from the Spectator Areas. Details of ground markings and lateral separation distances are at para 52 and 109 respectively. c. ►◄ Aircraft approach and departure routes to the Display Area should be chosen to avoid overflight of Spectator Areas. These routes should minimize Risk for adjacent Congested Areas, ►see paras 47a and 99.◄ d. ►◄ Aircraft parking areas should be out of bounds to Spectators when engines are running or ►◄ Aircraft are taxiing. e. Suitable routes for emergency vehicles should be established, clearly marked, and kept free from obstruction at all times. f. Participants should advise the FDD of specific Hazards relating to their ►◄ Aircraft. The EO and / or FDD should check the hazardous materials of military registered ►Aircraft◄ on the MOD Aircraft Crash Hazards Document Set (accessible via MOD computer systems only)[27]. [27] MOD Aircraft Crash Hazard information can be obtained from the RAF Events Team, Royal Navy or Joint Helicopter Command Flying Display Tasking Cells, from the Display Teams themselves or, in extremis via the RAF Regional Liaison Officer (RAFRLO).	Yes
2335[11](01)051	[11]	Authorized	AMC	Flying Display Organization and Management - Safety Considerations	51. Risk Management. ►The HoE, working with the EO and FDD,◄ should ensure that ►◄ Hazards to public Safety specific to their event are identified ►and that Risk Assessments are carried out. The core elements of a Risk Assessment, that focuses on RtL, that should be conducted are: a. Hazard identification. b. Assessment of the Risk (likelihood, consequence, who is exposed, existing mitigation, and accountability). c. Reduce Risk until ALARP. Ensure residual Risk is Tolerable. d. Record significant findings. e. Monitor and review. HoEs should maintain clear, unambiguous and auditable records of each of their Risks including details of Risk decisions and periodic Risk reviews.◄	Yes

2335[11](01)052	[11]	Authorized	AMC	Flying Display Organization and Management - Safety Considerations	52. Main Display Line and other Ground Markings. a. Full use should be made of existing ground features such as runways or taxiways, supplemented as necessary by other visual means including markers (preferably with vertical extent) and lighting. Markers should be fixed firmly to minimize the effect of downwash; b. The Main Display Line should be 230 m from the Crowd Line and parallel to it; c. FDDs should ►consider◄ recognisable and / or compelling features that may be a distraction to Participants when considering ►how◄ to mark the Main Display Line, eg a non-parallel taxiway or runway[28]. d. FDDs should mark the Display Datum if there is not a suitable and easily recognisable physical feature to identify the correct position[28]. e. FDD should provide additional markings to assist Participants identify appropriate Minimum Separation Distances from the Crowd Line for various aspects of each Participants' Display Sequence, where these are different from the 230 m Minimum Separation Distance. If used, FDD should ensure that Participants are fully briefed on their position and meaning iaw para 41 g. [28] The FDD may elect not to mark features such as Display Datum, supplementary Display Lines and even the Main Display Line if there is a suitable and easily recognisable physical feature, at least the minimum required lateral separation distance from the Crowd Line, and in the correct orientation.	Yes
2335[11](01)053	[11]	Authorized	AMC	Flying Display Organization and Management - Safety Considerations	53. Control of Explosives and Pyrotechnics. The use of explosives and blank ammunition for simulated ground-bursts, smoke, pyrotechnics or other special effects displays during a Flying Display should be strictly controlled by a competent person appointed by the EO. Debris from such effects should not impinge on ►◄ Aircraft, Spectators, Third Parties or the runway / taxiways and the scale of any effects should be known prior to the event. Briefings for ground officials and Participants' should ►describe◄ the hazardous nature of such devices. Furthermore, Participants should be appropriately authorized to conduct such activity.	Yes

2335[11](01)054	[11]	Authorized	AMC	Flying Display Organization and Management - Civil Registered Aircraft at Flying Displays over MOD-Occupied Property	54. The FDD should ensure that pilots flying civil registered Aircraft[29]: a. Hold a valid DA, DA Exemption, or national equivalent as evidence of their competence to conduct Display Flying, even if only conducting a Flypast; (1) If a civilian pilot does not hold a valid DA then they should not be permitted to utilize a SERA.5005(f)(2) Exemption as per para 76. b. Notify the FDD of their intended Display Routine at least 24 hours in advance; (1) This should include the measures the pilot would take if they needed to diverge from the intended Display Routine (for example due to wind effects), and confirm that the intended Display Routine complies with the airspace restrictions (local avoids, the anticipated location of Secondary Spectators and Third Parties) derived from the event Risk Assessment. c. Demonstrate that the intended manoeuvres comply with the conditions placed on their ►Aircraft's◄ Certificate of Airworthiness or Permit to Fly; d. Do not breach the minima permitted by their DA, DA Exemption or national equivalent; e. Comply with the separation distances, minima and restrictions detailed within RA 2335(3). [29] For military Display Pilots flying MOD-owned civil registered Aircraft the requirements detailed in RA 2335(2) should apply.	Yes
2335[11](01)055	[11]	Authorized	AMC	Flying Display Organization and Management - Civil Registered Aircraft at Flying Displays over MOD-Occupied Property	55. CAA Exemptions[30] at MAA-regulated events. ►The MAA accepts a CAA Permission for civilian Display Participants to display at MAA regulated events iaw their CAA Display Authority, which may permit flight below the minima outlined in SERE.5005 and RA 2335. Consequently: a. The FDD at a MAA-regulated event may accept a DA for a Participant flying a civil registered Aircraft where the DA would allow the Participant to breach any part of this RA. The FDD should identify the areas where the Display is not compliant with MRPs. b. The HoE should assess additional Risk caused by non-compliance and ensure that this Risk is ALARP and Tolerable. The HoE should record the decision appropriately.◄ [30] Other than a DA Exemption which permits a pilot to conduct Display Flying without a DA.	Yes
2335[11](01)056	[11]	Authorized	AMC	Flying Display Organization and Management - Civil Registered Aircraft at Flying Displays over MOD-Occupied Property	56. Civil Registered Aircraft flown over MOD-Occupied Property by pilots without a DA for that Aircraft. FDD should not allow civil registered Aircraft flown by pilots without a DA or DA Exemption for that Aircraft to conduct Display Flying, Role Demonstrations or Flypasts over MOD-Occupied Property without first seeking endorsement from the CAA via GA@CAA.co.uk. The MAA should be informed of such activity (DSA-MAA-Display@mod.gov.uk) at least 14 days prior to the event.	Yes

2335[11](01)057	[11]	Authorized	AMC	Flying Display Organization and Management - Civil Registered Aircraft at Flying Displays over MOD-Occupied Property	57. ►◄	No
2335[11](01)058	[11]	Authorized	AMC	Flying Display Organization and Management - Civil Registered Aircraft at Flying Displays over MOD-Occupied Property	58. Minimum Lateral Separation Distances for civilian Participants. The minimum lateral separation distances specified at para 109 should apply to all ►◄ Aircraft in all cases.	Yes
2335[11](01)059	[11]	Authorized	AMC	Flying Display Organization and Management - Warning and Stop Calls	59. Standard Warning and Stop Calls. If the FDD and / or FCC perceive minima are being encroached, breached or have Safety concerns that require the cessation of a Participants Display Sequence / Routine, the Standard Warning and Stop Calls and responses at Table 2 should be used: a. Too Low Call. A 'Too Low' Call should be made at an appropriate time if the FDD and / or FCC assess that an ►◄ Aircraft has descended below the Participant's PDA or DA minima or the minima in place for the Flying Display. b. Too Close Call. A 'Too Close' Call should be made at an appropriate time if the FDD and / or FCC assess that an ►◄ Aircraft has breached the minimum lateral separation distance appropriate to that Display Item. c. Terminate Call. A 'Terminate' Call should be used when a Participant is required to suspend Display Flying for a reason other than their fitness or competence (eg intruder Aircraft, birds, etc). A 'Terminate' Call can also be used by a Participant to notify their intention to halt a display if deemed necessary for any reason. At the discretion of both the FDD and the Participant, the Display Sequence / Routine may be resumed if safe to do so. d. Stop Call. A 'Stop' Call should be made if the FDD and / or FCC has a Safety concern related to a Participants' fitness or competence; additionally, a 'Stop' Call should be made if a third Warning Call is required. Once a 'Stop' Call has been made, the Participant should not continue their display or recommence their Display Sequence / Routine. A 'Stop' Call can be made outright, or ►because◄ of the need to issue a third Warning Call. e. Where an event has a Participant with a non-radio capable ►◄ Aircraft, a fully briefed procedure should be established to enable communication of Standard Warning and Stop Calls. f. For 'Stop' Calls, once the Flying Display is complete (or earlier if safe and practicable) the FDD should: (1) Confirm the Participant understands they have been stopped and explain why; (2) Where the Participant is flying a civil registered Aircraft, inform the CAA General Aviation Unit as soon as practicable on ►01293 573988◄ and, if	Yes
2335[11](02)	[11]	Authorized	Regulation	Display Flying, ►Practices,◄ Role Demonstrations and Flypasts (Mil)	2335(2) ADH / AM(MF) shall ensure that personnel involved in conducting Display Flying, ►Practices,◄ Role Demonstrations and Flypasts (Mil) are competent and appropriately trained, approved, authorized and supervised.	Yes

2335[11](02)078	[11]	Authorized	AMC	Display Flying, ►Practices,◄ Role Demonstrations and Flypasts (Mil)	78. Applicability of this Regulation. RA 2335(2) should apply to all personnel involved in conducting Display Flying, ►Practices,◄ Role Demonstrations and Flypasts (Mil) in UK military registered ►Aircraft◄ and, as far as reasonably practicable, foreign military registered Aircraft participating at events in the UK. Additionally, at all times, the most restrictive limitations of this RA or the following should ►always◄ be applied: a. North Atlantic Treaty Organization (NATO) Standardization Agreement (STANAG) 3533 / Allied Flight Safety Publication (AFSP) 5, if applicable[37]. b. Orders or instructions issued by the ADH / AM(MF) for ►Aircraft◄ in their AoR conducting Display Flying, ►Practices,◄ Role Demonstrations or Flypasts (Mil). c. Orders or instructions issued by the HoE, EO or FDD for a specific event. d. CAP 403 where a CAA Flying Display Permission exists for an event. Whilst the CAA Flying Display Permission will be time bounded, any Participants flying military registered ►Aircraft◄ on the same day should apply the limitations of the CAA Flying Display Permission and CAP 403 regardless of what time they conduct their flying activity unless approval is obtained from the MAA (DSA-MAA-Display@mod.gov.uk) at least 14 days prior to the event. e. PDA, DA or DA Exemption. f. Any host nation Regulations and orders or instructions when conducting Display Flying, ►Practices,◄ Role Demonstrations or Flypasts (Mil) outside the UK. [37] If a Flying Display involves Participants from two or more NATO Nations the NATO STANAG / AFSP 05 applies.	Yes
2335[11](02)079	[11]	Authorized	AMC	Display Flying, ►Practices,◄ Role Demonstrations and Flypasts (Mil) - Aircrew and Support Personnel	79. Display Flying Aircrew. ADH / AM(MF) should ensure that: a. The Aircrew selected to conduct Display Flying are SQEP in both airborne and ground-based aspects of Display Flying; b. Where Display Flying Aircrew are responsible for conducting Risk Assessments, they are appropriately trained and supported; c. Display Flying Aircrew hold a valid PDA and / or DA prior to conducting Display Flying at a Flying Display.	Yes
2335[11](02)080	[11]	Authorized	AMC	Display Flying, ►Practices,◄ Role Demonstrations and Flypasts (Mil) - Aircrew and Support Personnel	80. Display Flying Supervisor. ADH / AM(MF) should nominate a SQEP Display Flying Supervisor.	Yes
2335[11](02)081	[11]	Authorized	AMC	Display Flying, ►Practices,◄ Role Demonstrations and Flypasts (Mil) - Aircrew and Support Personnel	81. Display Flying Support Personnel. ADH / AM(MF) should allocate sufficient support personnel and / or resource to allow Aircrew selected for Display Flying to safely and effectively conduct activity throughout the display season.	Yes
2335[11](02)082	[11]	Authorized	AMC	Display Flying, ►Practices,◄ Role Demonstrations and Flypasts (Mil) - Aircrew and Support Personnel	82. Ground Knowledge. ADH / AM(MF) should ensure that, in addition to the preseason Display Flying work-up detailed in para 85, Aircrew and support personnel selected for Display Flying are appropriately trained in the relevant non-flying aspects of Display Flying, such as Human Factors, Fatigue Management, Supervision and relevant regulatory knowledge (ie RA 2335, the ANO, CAP 403 and CAP 1724).	Yes

2335[11](02)083	[11]	Authorized	AMC	Display Flying, ►Practices,◄ Role Demonstrations and Flypasts (Mil) - Pre-Season and Practice Display Flying	83. Practice Display Flying. ADH / AM(MF) should assure themselves that practice Display Flying is conducted in such a way and at such a location as to ensure that RtL to Participants, Secondary Spectators and Third Parties is ►◄ ALARP and Tolerable.	Yes
2335[11](02)084	[11]	Authorized	AMC	Display Flying, ►Practices,◄ Role Demonstrations and Flypasts (Mil) - Pre-Season and Practice Display Flying	84. Practice Display Flying Minimum Height. ADH / AM(MF) should promulgate orders or instructions stipulating who can approve Display Flying Aircrew to operate at a height lower than those specified in orders or instructions for routine operations and training; this should not be delegated below Sqn Cdr / OF-4. The individuals detailed in orders or instructions are responsible for signing the Display Flying Aircrew's training folder[38]. [38] Or electronic equivalent.	Yes
2335[11](02)085	[11]	Authorized	AMC	Display Flying, ►Practices,◄ Role Demonstrations and Flypasts (Mil) - Pre-Season and Practice Display Flying	85. Pre-Season Display Flying Work-Up and PDA. Pre-season Flying Display practices should be personally authorized by the Display Flying Supervisor. The following points should be applied when authorizing and supervising Display Flying work-up flights: a. The work-up should be of a progressive nature leading, in stages, down to the approved display heights, and initially conducted only over their own airfield unless the ADH / AM(MF) directs otherwise; b. Consideration should be given to the use of appropriate Synthetic Training Devices for initial practice displays; c. The previous season's Display Pilot should be used in an advisory and / or monitoring capacity during practice and Validation; d. Each practice Display Flying sortie should be monitored by the Display Flying Supervisor. If the Display Flying Supervisor is on the ground, they should be in a suitable position to ensure they are not a distraction to the Display Flying Aircrew; e. All practice Display Flying below 2000' MSD should be video recorded; f. A record of Display Flying practices detailing weather, runway, etc. should be maintained in the Display Flying Aircrew's training folder.	Yes
2335[11](02)086	[11]	Authorized	AMC	Display Flying, ►Practices,◄ Role Demonstrations and Flypasts (Mil) - Public Display Authority	86. ADH / AM(MF) Display Sequence Approval. The Display Flying Aircrew and the Display Sequence should be approved by the ADH / AM(MF) using RA 2335 Form 5 (Public Display Authority Form) as the mechanism to signify that final approval has been granted to conduct Display Flying in front of the general public. The MAA should be provided with a completed copy of RA 2335 Form 5 (Public Display Authority Form) once the PDA has been awarded via DSA-MAA-DisplayForms@mod.gov.uk;	Yes
2335[11](02)087	[11]	Authorized	AMC	Display Flying, ►Practices,◄ Role Demonstrations and Flypasts (Mil) - Public Display Authority	87. PDA Form. The PDA, as detailed on the approved RA 2335 Form 5, should detail all of the permitted activity, as well as any limitations, and should be made available to the FDD. Deviations should not be permitted without authorization by the ADH / AM(MF). If a FDD is unable to accept the Participant's approved PDA or Display Sequence the Participant should not perform.	Yes

2335[11](02)088	[11]	Authorized	AMC	Display Flying, ►Practices,◄ Role Demonstrations and Flypasts (Mil) - Public Display Authority	88. Deviations from PDA. Deviations from the PDA or permitted modifications to the Display Sequence, as detailed on the approved RA 2335 Form 5 (Public Display Authority Form), should not be permitted without authorization by the ADH / AM(MF). If a FDD is unable to accept the Participant's approved PDA or Display Sequence the Participant should not perform	Yes
2335[11](02)089	[11]	Authorized	AMC	Display Flying, ►Practices,◄ Role Demonstrations and Flypasts (Mil) - Public Display Authority	89. Role Demonstrations. Role Demonstrations do not necessarily require a PDA, however, ADH / AM(MF) should issue orders or instructions that, as a minimum, detail the following: a. Approved Role Demonstration manoeuvres that may be conducted ►by Aircraft◄ within their AoR; b. The approval mechanism, clearance procedures and authorization process for Role Demonstrations; c. Safety Management procedures, limitations and restrictions; d. Competence / SQEP requirements of the Aircrew and other personnel in the air and on the ground.	Yes
2335[11](02)090	[11]	Authorized	AMC	Display Flying, ►Practices,◄ Role Demonstrations and Flypasts (Mil) - Public Display Authority	90. Flypasts (Mil). Flypasts (Mil) do not constitute Display Flying so do not ►◄ require a PDA. However, ADH / AM(MF) should publish orders or instructions detailing appropriate limitations specific to the conduct of Flypasts (Mil) on ►Aircraft◄ within their AoR.	Yes
2335[11](02)091	[11]	Authorized	AMC	Display Flying, ►Practices,◄ Role Demonstrations and Flypasts (Mil) - Stop and Warning Calls	91. 'Stop' Calls. Where the FDD / FCC has issued a 'Stop' Call[39] due to a breach of minima or limits, or other Safety concerns surrounding the Display Flying Aircrew fitness or competence, the Aircrew: a. Should not conduct further Display Flying until they have permission from their ADH / AM(MF); b. Should submit a DASOR as soon as practicable. [39] iaw para 59.	Yes
2335[11](02)092	[11]	Authorized	AMC	Display Flying, ►Practices,◄ Role Demonstrations and Flypasts (Mil) - Stop and Warning Calls	92. Warning Calls. ADH / AM(MF) should issue orders or instructions which state the actions to be taken by Display Flying Aircrew after a Warning Call is issued.	Yes
2335[11](02)093	[11]	Authorized	AMC	Display Flying, ►Practices,◄ Role Demonstrations and Flypasts (Mil) - Display Venue Suitability	93. Display Venues. ADH / AM(MF) should take reasonable measures to assure themselves that display venues at which ►Aircraft◄ within their AoR perform are suitable, safe and appropriate for the ►Aircraft◄ and its intended Display Sequence. This should include being satisfied that: a. The EO and FDD are suitably experienced or qualified iaw RA 2335(1). b. RtL attributable to Display Flying, Role Demonstrations or Flypasts (Mil) remains ►◄ ALARP and Tolerable including having reviewed the FDDs briefing material and Flying Display Risk Assessment.	Yes

2335[11](02)094	[11]	Authorized	AMC	Display Flying, ►Practices,◄ Role Demonstrations and Flypasts (Mil) - Parachuting at Flying Displays	94. Parachuting[40]. When participating at a Flying Display, MOD-approved parachute display teams[41] should be deemed to be on duty. MOD personnel participating in non MOD-approved parachute display teams are deemed to be part of a civilian parachute display team and are not on duty. [40] While parachuting itself does not constitute a Participant iaw RA 2335, this para is included for the assistance of the EO and FDD. [41] Both those governed by the MRP (ie generation of Force Elements at Readiness parachuting, commonly referred to as “combat” or “military” parachuting), and those recorded as being on duty but governed by the CAA via CAP 660 - Parachuting (ie parachuting commonly referred to as “sports” or “non-combat” parachuting).	No
2335[11](02)095	[11]	Authorized	AMC	Display Flying, ►Practices,◄ Role Demonstrations and Flypasts (Mil) - Parachuting at Flying Displays	95. Parachuting Permission. ►MOD◄ Parachute display teams ►using CAA display parachuting Regulation◄ should be in possession of a valid Parachuting Permission or Exemption Certificate issued by the CAA, and the parachute display should be conducted iaw that Permission or Exemption.	No
2335[11](02)096	[11]	Authorized	AMC	Display Flying, ►Practices,◄ Role Demonstrations and Flypasts (Mil) - Parachuting at Flying Displays	96. Parachuting Governance. MOD-approved parachute display teams should comply with orders or instructions issued by their ►respective◄ Duty Holder. Parachute display team leaders should be responsible for parachuting and flying operations carried out by that display team, the provision of a qualified Drop Zone Safety Officer ►/ Drop Zone Controller◄[42], and ensuring adequate liaison and coordination is conducted with the FDD. [42] Drop Zone Safety Officers are not required to attain FDD Accreditation.	No
2335[11](03)	[11]	Authorized	Regulation	Separation Distances, Minima and Restrictions	2335(3) Authorized minimum vertical and lateral separation distances, and other applicable minima and restrictions shall be complied with at all times during Display Flying, ►Practices,◄ Role Demonstrations and Flypasts.	Yes

2335[11](03)099	[11]	Authorized	AMC	Separation Distances, Minima and Restrictions - General	99. Congested Areas. Display Flying, ►Practices,◄ Role Demonstrations or Flypasts (Mil) below 2000' MSD over Congested Areas (as detailed in the UKMLFH) should be conducted iaw RA 2330[25] and the UKMLFH. ►If Display Flying over the Congested Area is considered appropriate the ADH is to conduct a Risk Assessment considering Spectators, Secondary Spectators and Third Parties, and should ensure a Display Participant's flight over the Congested Areas is ALARP and Tolerable. This should be recorded formally in the event's Risk Assessment. In addition: a. Military Regulated Events. The HoE should seek a Waiver iaw MAA 03 for UK military or foreign military Display Participants flying over the Congested Area at altitudes less than those stipulated in RA 2330 para 24. Flight over the Congested Area may be part of a Display Sequence, positioning for a Display Sequence, transition to the Display Area, conducting a Display Practice or conducting a Validation. b. Civilian Regulated Events. Foreign military Display Participants at a CAA regulated event are required to operate iaw RA 2335, therefore, the EO should seek a Waiver iaw MAA 03 for foreign military Display Participants flying over the Congested Area at altitudes less than those stipulated in RA 2330 para 24. Flight over the Congested Area may be part of a Display Sequence, positioning for a Display Sequence, transition to the Display Area, conducting a Display Practice or conducting a Validation.◄	Yes
2335[11](03)100	[11]	Authorized	AMC	Separation Distances, Minima and Restrictions - General	100. ADH / AM(MF) Approval for overflight of Congested Areas. Display Flying, ►Practices,◄ Role Demonstrations and Flypasts (Mil) over Congested Areas should be approved by the ►Aircraft◄ ADH / AM(MF) in advance	Yes
2335[11](03)101	[11]	Authorized	AMC	Separation Distances, Minima and Restrictions - General	101. Performance Limitations - Speed. An absolute true limit of Mach 0.90 or 600 KIAS (whichever is reached first) should not be exceeded.	No
2335[11](03)102	[11]	Authorized	AMC	Separation Distances, Minima and Restrictions - General	102. Performance Limitations - Multi-Engine Fixed Wing ►Aircraft.◄ MultiEngine Fixed Wing ►Aircraft◄ should not fly below the speed at which it is still possible to climb away, without change of configuration, if any one engine fails.	No

2335[11](03)103	[11]	Authorized	AMC	Separation Distances, Minima and Restrictions - General	103. Weather Minima. ADH / AM(MF) should stipulate the minimum weather conditions for Display Flying, ►Practices,◄ Role Demonstrations and Flypasts (Mil) by ►Aircraft◄ in their AoR. The following table should be the absolute minimum weather conditions for Participants that hold a valid PDA or DA when operating at a Flying Display (or during PDA work-up iaw RA 2335(2)); the Visual Meteorological Conditions (VMC) minima in RA 2307[46] apply at all other times: Notes: (i) Where a 'flat aerobatic display' is a Display Sequence considered for the ►Aircraft◄ it should be formally approved as part of the Participant's PDA. (ii) Subject to FDD approval, ►Aircraft◄ unable to display because of low cloud base may fly an instrument approach to land, touch-and-go or low approach. [46] Refer to RA 2307 – Rules of the Air. [47] This only applies to VSTOL ►Aircraft◄ operating in VSTOL mode.	Yes
2335[11](03)104	[11]	Authorized	AMC	Separation Distances, Minima and Restrictions - ►Display Flying◄ Separation Distances, Minima and Restrictions	104. Overflight of Spectators. All Participants should avoid overflight of ►the Spectator Areas unless a Waiver has been granted for a specific condition such as crowd rear arrival. The Risk created by overflight of Secondary Spectators and Third Parties during a Flying Display, Validation or Practice should be assessed by the HoE to ensure RtL is ALARP and Tolerable. The associated Risks, mitigations and decisions should be documented.◄	Yes
2335[11](03)105	[11]	Authorized	AMC	Separation Distances, Minima and Restrictions - ►Display Flying◄ Separation Distances, Minima and Restrictions	105. MSD Inside the Display Area. a. Participants should not perform Aerobatic Manoeuvres above any structures occupied by non-essential personnel or Secondary Spectators within the Display Area. b. Participants should not perform non-aerobatic overflight of any structures occupied by non-essential personnel or Secondary Spectators during a Display Sequence at less than 500' MSD within the Display Area.	Yes
2335[11](03)106	[11]	Authorized	AMC	Separation Distances, Minima and Restrictions - ►Display Flying◄ Separation Distances, Minima and Restrictions	106. MSD Outside the Display Area. UK and foreign military Participants should adhere to the following MSD outside of the Display Area at Flying Displays in the UK[48]: a. Aerobatic Manoeuvres – All ►Aircraft◄[49]. 500 feet MSD; b. Fixed Wing ►Aircraft◄ – Non-Aerobatic Manoeuvres. 250 feet MSD; c. Rotary Wing ►Aircraft◄ – Non-Aerobatic Manoeuvres. 100 feet MSD. [48] Civilian Participants are to adhere to the ANO / SERA outside the Display Area. [49] This limitation applies from when the ►Aircraft◄ commences its run in for its Display Sequence, Role Demonstration or Flypast (Mil) to when it has completed its Display Sequence, Role Demonstration or Flypast (Mil).	Yes

2335[11](03)107	[11]	Authorized	AMC	Separation Distances, Minima and Restrictions - ►Display Flying◄ Separation Distances, Minima and Restrictions	107. Minimum Heights at a Flying Display. ADH / AM(MF) should specify minimum heights for Display Flying, Role Demonstrations and Flypast (Mil) flown by their Aircrew, dependent upon the Aircraft type, Aircrew experience and location of the event. However, they should not be less than the MSD[50] specified in Table 6: a. Link Manoeuvres. Where one Aerobatic Manoeuvre is linked directly to another, ►◄ Aircraft should remain above the minimum height for Aerobatic Manoeuvres throughout the transition. Where an Aerobatic Manoeuvre is followed by a Non-Aerobatic Manoeuvre, Participants should be certain of capturing the minimum height for Aerobatic Manoeuvres during the recovery before continuing descent to the non-aerobatic minima specified in Table 6; b. Manoeuvre After Take-Off. Once safely airborne and not below 50 feet MSD throughout the manoeuvre, the Participant may commence a turn away from the Crowd Line to capture the appropriate Display Line. No more than 60° AOB should be used and a positive climbing vector should be maintained throughout the manoeuvre. On crossing the appropriate Display Line (if the runway is inside it) the Participant should be at or above 100 feet MSD; c. Rotary Wing and VSTOL ►Aircraft.◄ Rotary Wing and VSTOL ►Aircraft◄ may operate below the MSD in Table 6 during hovering and transition manoeuvres[51]. [50] Where the Flying Display is outside the UK, the most restrictive of this Regulation and any applicable local / national orders should be complied with. [51] and iaw para 109.c (3) and (4).	Yes
2335[11](03)108	[11]	Authorized	AMC	Separation Distances, Minima and Restrictions - ►Display Flying◄ Separation Distances, Minima and Restrictions	108. Minimum Heights when not part of a PDA Display Sequence at a Flying Display. ADH / AM(MF) should specify minimum heights for Role Demonstrations and Flypasts (Mil) when not part of a PDA Display Sequence at a Flying Display. These heights should be dependent upon the ►Aircraft◄ type, Aircrew experience and the location of the event. However, they should not be less than the MSD specified in Table 7:	Yes

2335[11](03)109	[11]	Authorized	AMC	Separation Distances, Minima and Restrictions - ►Display Flying◄ Separation Distances, Minima and Restrictions	109. Lateral Separation. The following minimum lateral separation distances should apply to all military registered ►◄ Aircraft at all Flying Displays and civilian ►registered◄ Aircraft at Flying Displays over MOD-Occupied Property. Where a ►HoE,◄ FDD, Participant or their ►ADH / AM(MF)◄ considers that a greater separation is required for any specific ►◄ Aircraft or manoeuvre, that minimum should be identified and complied with: a. Ground Operations. During all ground operations, including refuelling, servicing and at any time when engines or rotors are running, a Minimum Separation Distance of 15 m should be maintained between Spectator Areas and the nearest point of the Aircraft concerned. This limit applies to Aircraft taxiing or air-taxiing, except when such taxiing is away from a marked taxiway and without the assistance of a marshaller, when the Minimum Separation Distance should be increased to 65 m; b. In-Use Runways. The Minimum Separation Distance between the near edge of any runway used for conventional Fixed Wing take-off and landing (including 'touch and go' and 'low approach') and the Crowd Line should be 100 m. However, for light ►◄ Aircraft with a MTOM of ≤1200 kg, and a take-off and landing speed of less than 100 KIAS, this separation may be decreased to 65 m. Other than for emergencies, a runway should only be used for nonstandard take-off or landing (defined as one not practised as a Standard Operating Procedure conducted during routine operations and training for that ►◄ Aircraft), if its near edge is at least 230 m from the Crowd Line at all points; c. In Flight. The normal Minimum Separation Distance between the Crowd Line and ►◄ Aircraft conducting Display Flying, including Rotary Wing displays that involve aerobatics, should be 230 m. However, the following additional minima apply for specific circumstances: (1) High Speed ►◄ Aircraft. Where the displaying ►◄ Aircraft is at a speed in excess of 300 KIAS, and has a velocity vector towards a Spectator Area, the Minimum Separation Distance should be increased to 450 m; (2) Low Energy Display Flying. For Low Energy Display Flying, as defined in	Yes
2335[11](03)110	[11]	Authorized	AMC	Separation Distances, Minima and Restrictions - Role Demonstrations and Flypasts (Mil)s	110. Minimum Heights at any other event. ADH / AM(MF) should specify minimum heights for Role Demonstrations and Flypasts (Mil) not conducted as part of a Flying Display. These heights should be dependent upon the ►Aircraft◄ type, Aircrew experience and the location of the event. However, they should not be less than the MSD specified in Table 8: [55] VSTOL ►Aircraft◄ may operate below the MSD in Table 8 during hovering and transition manoeuvres iaw para 109.c (4). [56] Rotary Wing ►Aircraft◄ may operate below the MSD in Table 8 during hovering and transition manoeuvres iaw para 109.c (3).	Yes
2335[11](03)111	[11]	Authorized	AMC	Separation Distances, Minima and Restrictions - Other Restrictions when conducting Display Flying, Role Demonstrations or Flypasts (Mil)	111. Control of Engines. Engines should not be deliberately shut down or feathered in flight; symmetrical thrust should be maintained at all times. In the event of an engine failure or unintended shutdown, the Display Sequence, Role Demonstration or Flypast should be Terminated;	Yes

2335[11](03)112	[11]	Authorized	AMC	Separation Distances, Minima and Restrictions - Other Restrictions when conducting Display Flying, Role Demonstrations or Flypasts (Mil)	112. Armament. Live weapons should not be carried at Flying Displays and all weapons circuit-breakers and switches should be in the 'safe' condition (except for flares and pyrotechnics when approved under the conditions at para 115);	No
2335[11](03)113	[11]	Authorized	AMC	Separation Distances, Minima and Restrictions - Other Restrictions when conducting Display Flying, Role Demonstrations or Flypasts (Mil)	113. Rotary Wing and VSTOL ►Aircraft◄. Rotary Wing and VSTOL ►◄ Aircraft should not be flown in such proximity to buildings or ►◄ Aircraft on the ground as to cause a Hazard from downwash. If conducting underslung load activity, due consideration should be given to the load becoming unstable or detached;	Yes
2335[11](03)114	[11]	Authorized	AMC	Separation Distances, Minima and Restrictions - Other Restrictions when conducting Display Flying, Role Demonstrations or Flypasts (Mil)	114. Parachute Demonstration / Display. During the whole period scheduled for parachuting, all flying activity within the descent airspace and Parachute Landing Area[57], except that which is necessary for dispatching parachutists, should cease. The engines of Fixed Wing ►◄ Aircraft should be shut down and Rotary Wing ►◄ Aircraft rotors should not be turning until the last parachutist has landed; [57] Including planned alternate Parachute Landing Areas.	No
2335[11](03)115	[11]	Authorized	AMC	Separation Distances, Minima and Restrictions - Other Restrictions when conducting Display Flying, Role Demonstrations or Flypasts (Mil)	115. Use of Flares and Pyrotechnics. The use of flares and pyrotechnics during a Flying Display should be subject to a specific Risk Assessment and final approval by the ADH / AM(MF) of the participating ►◄ Aircraft, the HoE, the EO and the FDD. Flares, signal and smoke cartridges, and pyrotechnics should only be fired from such a height and position that prevents any remnants of the device landing among Spectators, near taxiing or static ►◄ Aircraft, supporting personnel, ground equipment or Third Parties.	Yes

2340[08]	[08]	Authorized	RA	2340 - RA (Issue 8) - Supernumerary Crew, Supernumerary Support Crew and Passengers	On occasion, personnel other than a military registered Air System's Aircrew are required to be employed or carried where there is a justifiable and valid Service or Defence Contractor Flying Organization (DCFO) requirement; the scope of activity varies greatly dependent on the Air System type and the task that is being conducted. Such personnel are not necessarily trained to the same level as Aircrew, nor do they undergo the same medical screening and as such there may be additional Risk to Life (RtL) associated with the activity. To enable RtL to be managed to As Low As Reasonably Practicable (ALARP) and Tolerable, this Regulatory Article (RA) details the regulatory framework to be applied when Supernumerary Crew, Supernumerary Support Crew and Passengers are employed or carried on military registered Air Systems. However, due to the broad nature of the type of employment of these personnel across the Regulated Community, this RA requires Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) to provide further detail within their orders and instructions regarding the conduct of this activity in their Areas of Responsibility (AoR). Definitions Relevant to this RA 1. For the purpose of the authorization of flights on military registered Air Systems, the following definitions apply: a. Aircrew. Persons authorized to conduct duties concerned with: operating or flying the Air System or; with the management of Passengers or cargo when in flight; and who are also qualified in accordance with (iaw) RA 2101[1]. b. Supernumerary Crew. A Supernumerary Crewmember is an individual, military or civilian, who is employed[2] on an Air System and authorized to carry out a specific duty (that does not require an Aircrew qualification[3]) while in flight or ground taxiing. This specific duty is to have an active role in achieving the purpose of the authorized flight and may involve the operation of Air System equipment / systems or authorized Equipment Not Basic to the Air	Yes
2340[08](01)	[08]	Authorized	Regulation	2340(1) - Regulation - Supernumerary Crew	ADH and AM(MF) shall publish orders that detail the requirements regarding the employment of Supernumerary Crew on military registered Air Systems within their AoR.	Yes
2340[08](01)002	[08]	Authorized	AMC	2340(1).2 - AMC - General	An individual, military or civilian, should be categorized and authorized as Supernumerary Crew when they are employed on an Air System and authorized to carry out a specific duty (that does not require an Aircrew qualification[3]) while in flight or ground taxiing, or is undergoing a recognized training course to be qualified to do so. This specific duty should have an active role in achieving the purpose of the authorized flight and may involve the operation of Air System equipment / systems or authorized ENBAS under the supervision of the Air System's Aircrew. [3] Guidance for Aircrew who do not also hold a Certificate of Qualification on Type (CQT) is contained in RA 2101(2): Entitlement to Conduct Flying Duties.	Yes
2340[08](01)003	[08]	Authorized	AMC	2340(1).3 - AMC - General	ADH and AM(MF) should publish orders that define the Supernumerary Crew roles within their AoR.	Yes

2340[08](01)004	[08]	Authorized	AMC	2340(1).4 - AMC - General	Supernumerary Crew should not be unnecessarily exposed to hazardous flight profiles.	Yes
2340[08](01)005	[08]	Authorized	AMC	2340(1).5 - AMC - General	ADH and AM(MF) should ensure that Supernumerary Crew are only employed on military registered Air Systems within their AoR where there is a justifiable and valid Service or DCFO[10] requirement. [10] As approved under the Contractor Flying Approved Organization Scheme (Refer to RA 2501 – Contractor Flying Approved Organization Scheme).	Yes
2340[08](01)006	[08]	Authorized	AMC	2340(1).6 - AMC - General	ADH and AM(MF) should publish orders or instructions that detail, as a minimum: a. The required Supernumerary Crew qualifications and competence levels within their AoR; b. The approval and authorization process to be followed for Supernumerary Crew to be employed on Air Systems within their AoR; c. When Supernumerary Crew are prohibited from being employed on Air Systems within their AoR (they should not be employed during Simulated Instrument Flying (IF) where no Suitably Qualified Experienced Person (SQEP) safety lookout is present)[11]; d. Restrictions on Supernumerary Crew operating Air System equipment, systems or ENBAS; e. The minimum Aircrew qualifications, experience or currency required to operate with Supernumerary Crew; f. Prohibited flight profiles, training events or manoeuvres for flights involving Supernumerary Crew; g. The safety and survival drill requirements[12] for Supernumerary Crew; h. The wearing and carriage requirements[12] of approved Aircrew Equipment Assemblies (AEA) and safety equipment including the level of survival equipment to be available to, or issued to, Supernumerary Crew according to the likely hazards that might be met in the event of an emergency. [11] Refer to RA 2307 – Rules of the Air. [12] Refer to RA 2130 – Safety Equipment, Survival Drills and Training.	Yes
2340[08](01)007	[08]	Authorized	AMC	2340(1).7 - AMC - General	To be authorized as Supernumerary Crew, the duty that an individual is performing on an Air System should take place while the Air System is in flight or ground taxiing. An individual whose role or duty is associated with activity pre or post-flight should not be authorized as Supernumerary Crew.	Yes
2340[08](01)008	[08]	Authorized	AMC	2340(1).8 - AMC - General	ADH and AM(MF) should detail in orders instances where Supernumerary Crew who are also appropriately qualified Aircrew8 are permitted to handle Air System flying controls, and any changes to the orders and instructions at para 6. a-e that apply. Other Supernumerary Crew should not handle Air System Flying Controls during flight or ground taxi.	Yes
2340[08](01)009	[08]	Authorized	AMC	2340(1).9 - AMC - Medical Employment Standards for Supernumerary Crew	ADH and AM(MF) should determine the appropriate medical standard for Supernumerary Crew within their AoR based on the activity that is being conducted.	Yes

2340[08](01)010	[08]	Authorized	AMC	2340(1).10 - AMC - Medical Employment Standards for Supernumerary Crew	ADH and AM(MF) should detail in orders the required medical standard and any anthropometric requirements for Supernumerary Crew to be employed on Air Systems within their AoR.	Yes
2340[08](01)011	[08]	Authorized	AMC	2340(1).11 - AMC - Medical Employment Standards for Supernumerary Crew	The minimum medical standard for the employment of Supernumerary Crew are: a. Physiological Flight Categories 1 or 2 (see Annex A for definition). Military and civilian Supernumerary Crew employed on Air Systems classified as Category 1 or 2 iaw Annex A should meet the respective medical requirements listed for Category 1 and 2 Passengers at Annex A. B. Physiological Flight Category 3 and Remotely Piloted Air Systems (RPAS) – Military. As a minimum, military Supernumerary Crew should hold a Joint Medical Employment Standard (JMES) of A4 L2 M4 E2. c. Physiological Flight Category 3 and RPAS – Civilian. As a minimum, civilian Supernumerary Crew should meet the medical standards for a Driver and Vehicle Licensing Agency (DVLA) Group 1 Licence and complete the Civilian Supernumerary Crew Medical Self Declaration form[13].	Yes
2340[08](01)012	[08]	Authorized	AMC	2340(1).12 - AMC - Medical Employment Standards for Supernumerary Crew	If any doubt exists regarding the required JMES for Supernumerary Crew within their AoR, ADH should consult with the Command Flight Medical Officer (CFMO)(RAF), SO1 Aviation Medicine (Joint Helicopter Command (JHC)) or respective Command Advisor Aviation Medicine (RN / Army); AM(MF) should consult with the CFMO(RAF).	Yes
2340[08](01)013	[08]	Authorized	AMC	2340(1).13 - AMC - Certificate of Competence	Supernumerary Crew should hold a Certificate of Competence[14]. [14] A Certificate of Competence should be issued using the same process as for Aircrew; refer to RA 2102 – Aircrew Competence in Role.	Yes
2340[08](01)014	[08]	Authorized	AMC	2340(1).14 - AMC - Certificate of Competence	ADH and AM(MF) should define the content of the Certificate of Competence for Supernumerary Crew within their AoR based on the activity that is being conducted.	Yes
2340[08](01)015	[08]	Authorized	AMC	2340(1).15 - AMC - Certificate of Competence	ADH and AM(MF) should issue orders detailing the Supernumerary Crew competence levels required for the safe operation of Air Systems within their AoR in terms of experience, qualifications and skill sets for each Air System and role.	Yes
2340[08](01)016	[08]	Authorized	AMC	2340(1).16 - AMC - Certificate of Competence	ADH and AM(MF) should issue orders that detail the format and content of the Certificate of Competence for Supernumerary Crew within their AoR.	Yes
2340[08](01)017	[08]	Authorized	AMC	2340(1).17 - AMC - Certificate of Competence	The Certificate of Competence should be documented in a formal and auditable record to be determined by the ADH / AM(MF).	Yes
2340[08](02)	[08]	Authorized	Regulation	2340(2) - Regulation - Supernumerary Support Crew	ADH and AM(MF) shall publish orders that detail the requirements regarding the carriage of Supernumerary Support Crew on military registered Air Systems within their AoR.	Yes

2340[08](02)023	[08]	Authorized	AMC	2340(2).23 - AMC - General	An individual, military or civilian, should be categorized and authorized as Supernumerary Support Crew when they are carried on an Air System to conduct specific duties essential to the execution of the Air System's mission or task, but are not required to carry out those duties while in flight or ground taxiing, and are not otherwise authorized as a Passenger iaw RA 2340(3). The specific duty should not have an active role in achieving the purpose of the authorized flight but should contribute to its overall conduct through pre or post flight activity.	Yes
2340[08](02)024	[08]	Authorized	AMC	2340(2).24 - AMC - General	ADH and AM(MF) should publish orders that define the Supernumerary Support Crew roles within their AoR.	Yes
2340[08](02)025	[08]	Authorized	AMC	2340(2).25 - AMC - General	Supernumerary Support Crew should not be unnecessarily exposed to hazardous flight profiles.	Yes
2340[08](02)026	[08]	Authorized	AMC	2340(2).26 - AMC - General	ADH and AM(MF) should ensure that Supernumerary Support Crew are only carried on military registered Air Systems within their AoR where there is a justifiable and valid Service or DCFO[10] requirement. [10] As approved under the Contractor Flying Approved Organization Scheme (Refer to RA 2501 – Contractor Flying Approved Organization Scheme).	Yes
2340[08](02)027	[08]	Authorized	AMC	2340(2).27 - AMC - General	ADH and AM(MF) should publish orders or instructions that detail, as a minimum: a. The required Supernumerary Support Crew qualifications and competence levels within their AoR; b. The approval and authorization process to be followed for Supernumerary Support Crew to be carried on Air Systems within their AoR; c. When Supernumerary Support Crew are prohibited from being carried on Air Systems within their AoR (they should not be carried during Simulated IF where no SQEP safety lookout is present)[11]; d. The minimum Aircrew qualifications, experience or currency required to carry Supernumerary Support Crew; e. Prohibited flight profiles, training events or manoeuvres for flights involving Supernumerary Support Crew; f. The safety and survival drill requirements[12] for Supernumerary Support Crew; g. The wearing and carriage requirements[12] of approved AEA and safety equipment including the level of survival equipment to be available to, or issued to, Supernumerary Support Crew according to the likely hazards that might be met in the event of an emergency. [11] Refer to RA 2307 – Rules of the Air. [12] Refer to RA 2130 – Safety Equipment, Survival Drills and Training	Yes

2340[08](02)028	[08]	Authorized	AMC	2340(2).28 - AMC - General	To be authorized as Supernumerary Support Crew, the duty that an individual is performing on an Air System should not take place while the Air System is in flight or ground taxiing. An individual whose role or duty is associated with activity during flight or ground taxiing should be authorized as Supernumerary Crew iaw RA 2340(1).	Yes
2340[08](02)029	[08]	Authorized	AMC	2340(2).29 - AMC - General	Supernumerary Support Crew should not handle Air System flying controls during flight or ground taxi.	Yes
2340[08](02)030	[08]	Authorized	AMC	2340(2).30 - AMC - Approval and Authorization	For all Supernumerary Support Crew flights, ADH and AM(MF) should appoint approving officers iaw Annex A.	Yes
2340[08](02)031	[08]	Authorized	AMC	2340(2).31 - AMC - Approval and Authorization	Approving officers should, in the first instance, assure themselves that the flight is appropriate, before approving the flight iaw Annex A.	Yes
2340[08](02)032	[08]	Authorized	AMC	2340(2).32 - AMC - Approval and Authorization	Medical approval for the flight should: a. Be iaw Annex A and; b. Take into account the Supernumerary Support Crew's anthropometric fitness for the Air System.	Yes
2340[08](02)033	[08]	Authorized	AMC	2340(2).33 - AMC - Approval and Authorization	The Authorizing Officer or Aircraft Commander should seek medical advice from a Military Aviation Medical Examiner (MAME) for any Supernumerary Support Crew whose fitness is in doubt.	Yes
2340[08](02)034	[08]	Authorized	AMC	2340(2).34 - AMC - Physiological Flight Categories	Physiological flight categories for all Supernumerary Support Crew should be iaw AP1269A – Assessment of Medical Fitness and Annex A).	Yes
2340[08](03)	[08]	Authorized	Regulation	2340(3) - Regulation - Passengers - General	ADH and AM(MF) shall publish orders that detail the requirements regarding the carriage of Passengers on military registered Air Systems within their AoR.	Yes
2340[08](03)036	[08]	Authorized	AMC	2340(3).36 - AMC - Passengers - General	All personnel, military or civilian, who are not authorized as the Air System's Aircrew, Supernumerary Crew or Supernumerary Support Crew for a flight should be categorized and authorized as Passengers. Due to the broad nature of the method in which Passengers are carried, the following sub-categories should be used: a. Routine Air Transport Passengers. b. Tactical Passengers. c. Familiarization Flight Passengers[5]. d. Air Experience Flight Passengers[9]. [5] For the purposes of this RA, Familiarization Flights also cover those activities often referred to as Passenger demonstration flights for industry or commercial purposes. From this point on in this RA the phrase "Familiarization Flight" will be used. 6 For the purposes of this RA, handling is the physical interaction between an individual and any Air System control that alters the Air System's flight path, height or speed. [9] For the avoidance of doubt, this type of Passenger flight encompasses the carriage of Passengers of any age, whether military or civilian, Aircrew or non-Aircrew.	Yes

2340[08](03)037	[08]	Authorized	AMC	2340(3).37 - AMC - General	ADH and AM(MF) should ensure that Passengers are only carried on Air Systems within their AoR where there is a justifiable and valid Service or DCFO[10] requirement. [10] As approved under the Contractor Flying Approved Organization Scheme (Refer to RA 2501 – Contractor Flying Approved Organization Scheme).	Yes
2340[08](03)038	[08]	Authorized	AMC	2340(3).38 - AMC - General	Passengers should not be unnecessarily exposed to hazardous flight profiles.	Yes
2340[08](03)039	[08]	Authorized	AMC	2340(3).39 - AMC - General	ADH and AM(MF) orders or instructions should detail the following: a. The application of RA 2340 (4), (5), (6) and (7) to activity within their AoR; b. The approval and authorization process to be followed for Passenger flights; c. Any limitations, based on physiology, to be applied to ensure the safe carriage of passengers on Air Systems within their AoR (ie age, weight, height, anthropometrics etc); d. Aircrew qualifications and / or experience required to fly Passengers; e. The prohibited flight profiles, training events or manoeuvres for flights involving Passengers within their AoR (they should not be carried during Simulated IF where no SQEP safety lookout is present)[11]; f. Safety and survival drill requirements[12] for Passengers; g. The wearing and carriage requirements[12] of approved AEA and safety equipment, including the level of survival equipment to be available to, or issued to Passengers according to the likely hazards that might be met in the event of an emergency; h. Passenger approach, boarding and departure procedures. [11] Refer to RA 2307 – Rules of the Air. [12] Refer to RA 2130 – Safety Equipment, Survival Drills and Training.	Yes
2340[08](03)040	[08]	Authorized	AMC	2340(3).40 - AMC - Approval and Authorization	For all Passenger flights, ADH and AM(MF) should appoint approving officers iaw Annex A.	Yes
2340[08](03)041	[08]	Authorized	AMC	2340(3).41 - AMC - Approval and Authorization	Approving officers should, in the first instance, assure themselves that the flight is appropriate, before approving the flight iaw Annex A.	Yes
2340[08](03)042	[08]	Authorized	AMC	2340(3).42 - AMC - Approval and Authorization	Medical approval for the flight should: a. Be iaw Annex A and; b. Take into account the Passenger's anthropometric fitness for the Air System.	Yes
2340[08](03)043	[08]	Authorized	AMC	2340(3).43 - AMC - Approval and Authorization	The Authorizing Officer or Aircraft Commander should seek medical advice from a MAME for any Passenger whose fitness is in doubt.	Yes
2340[08](03)044	[08]	Authorized	AMC	2340(3).44 - AMC - Physiological Flight Categories (Passenger)	Physiological flight categories for all Passengers should be iaw AP1269A – Assessment of Medical Fitness and Annex A.	Yes

2340[08](03)045	[08]	Authorized	AMC	2340(3).45 - AMC - Authority of the Aircraft Commander	Passengers should be made aware that, regardless of rank, they are subordinate to the Aircraft Commander and crew for the duration of the flight in all matters relating to the direction and handling of the Air System and the safety of its Passengers, crew and equipment.	Yes
2340[08](03)046	[08]	Authorized	AMC	2340(3).46 - AMC - Emergencies, Safety and Survival Equipment, and Briefing	Before any flight in military registered Air Systems, Passengers should receive a safety briefing that covers as a minimum[15]: a. Air System emergencies (including ditching / ejection), safety and survival systems, methods of escape, and likely rescue methods; b. Use of protective clothing, safety and survival equipment; c. Forbidden items that are not to be carried or used in the Air System; d. Baggage handling and stowage; e. Procedures before and after flight; f. Facilities and use of the Air System's emergency systems and pertinent survival drills; g. Use of switches or other controls for comfort, or for the safe operation of the Air System; h. Loose articles and Foreign Object Damage / Debris; i. Any other safety-critical Air System equipment and systems that they might have cause to interact with either intentionally or unintentionally; j. Dangers of interfering with Air System controls; k. Air System approach, boarding and departure procedures. l. The use of Portable Electronic Devices. [15] Due to the nature of Tactical Passenger flights it may not always be possible for some Tactical Passengers to receive a full pre-flight brief. See RA 2340(5) for details on reduced briefing requirements for some Tactical Passengers.	Yes
2340[08](03)047	[08]	Authorized	AMC	2340(3).47 - AMC - Emergencies, Safety and Survival Equipment, and Briefing	Safety and survival equipment briefings should be given by Aircrew with a CQT or Certificate of Competence for the Air System, or suitably qualified survival equipment personnel. Emergency and ditching / ejection briefings should only be given by Aircrew with a valid CQT or Certificate of Competence for the Air System.	Yes
2340[08](03)048	[08]	Authorized	AMC	2340(3).48 - AMC - Emergencies, Safety and Survival Equipment, and Briefing	The Aircraft Commander should ensure that Passengers do not carry unrestrained articles that might affect the operation of Air System equipment, systems or flying controls[16]. [16] Refer to RA 2309(3): Carriage of Loose Articles and Stores; and RA 2360 – Portable Electronic Devices.	Yes

2340[08](03)049	[08]	Authorized	AMC	2340(3).49 - AMC - Emergencies, Safety and Survival Equipment, and Briefing	Authorizing Officers, Aircraft Commanders or those responsible for safety briefings should deny or withdraw Passenger approval to fly if they are not satisfied that a Passenger has fully understood the safety briefing, or that a Passenger is incapable of carrying out briefed emergency procedures.	Yes
2340[08](03)050	[08]	Authorized	AMC	2340(3).50 - AMC - Carriage of Passengers During Display Flying, Flypasts and Role Demonstrations	Passengers should not be carried during Display Flying[17]. [17] Refer to RA 2335 – Flying Displays, Display Flying, Role Demonstrations and Flypasts.	Yes
2340[08](03)051	[08]	Authorized	AMC	2340(3).51 - AMC - Carriage of Passengers During Display Flying, Flypasts and Role Demonstrations	ADH / AM(MF) orders should detail when Passengers may be carried during Flypasts and Role Demonstrations within their AoR.	Yes
2340[08](03)052	[08]	Authorized	AMC	2340(3).52 - AMC - Carriage of Passengers During Display Flying, Flypasts and Role Demonstrations	ADH / AM(MF) orders should detail the approval and authorization process to be followed when Passengers are carried on Flypasts and Role Demonstrations.	Yes
2340[08](03)053	[08]	Authorized	AMC	2340(3).53 - AMC - Boarding Procedures and Supervision for Helicopters	Passengers should board or depart the helicopter under the supervision of a crew member or suitably authorized personnel as detailed within ADH / AM(MF) orders.	Yes
2340[08](03)054	[08]	Authorized	AMC	2340(3).54 - AMC - Boarding Procedures and Supervision for Helicopters	Boarding procedures for helicopters should take into account rotor blade ‘sail’.	Yes
2340[08](03)055	[08]	Authorized	AMC	2340(3).55 - AMC - Boarding Procedures and Supervision for Helicopters	Aircraft Commanders should not allow Passengers beneath rotor blades while they are engaging or disengaging.	Yes
2340[08](03)056	[08]	Authorized	AMC	2340(3).56 - AMC - Boarding Procedures and Supervision for Helicopters	Passengers should not be permitted under rotating rotor blades unless authorized by the handling pilot.	Yes
2340[08](03)057	[08]	Authorized	AMC	2340(3).57 - AMC - Boarding Procedures and Supervision for Helicopters	Passengers travelling in the cabin of a helicopter should be supervised by a member of the Air System’s Aircrew. In helicopters where the cockpit is integral with the cabin, this supervisory requirement should only be relaxed at the discretion of the Authorizing Officer.	Yes
2340[08](03)058	[08]	Authorized	AMC	2340(3).58 - AMC - Boarding Procedures and Supervision for Helicopters	Passengers should be suitably secured at all times when the helicopter is moving, except when authorized by the Aircraft Commander. The Aircraft Commander should take the following into account when allowing Passengers to unstrap or move about the helicopter: a. The security of cabin doors and hatches; b. The availability of dispatcher harnesses and connection to a serviceable intercom system; c. Essential mission or training requirements; d. Poor weather, especially anticipated turbulence; e. The ability of crew members to manage emergencies.	Yes
2340[08](04)	[08]	Authorized	Regulation	2340(4) - Regulation - Routine Air Transport Passengers	ADH and AM(MF) shall publish orders that detail the requirements regarding the carriage of Routine Air Transport Passengers on military registered Air Systems within their AoR.	Yes

2340[08](04)070	[08]	Authorized	AMC	2340(4).70 - AMC - General	The Authorizing officer and Aircraft Commander should be satisfied that: a. The requirements of JSP800 are met for Routine Air Transport Passengers; b. The names of Routine Air Transport Passengers have been recorded and retained outwith the Aircraft for the duration of the flight iaw JSP800.	Yes
2340[08](05)	[08]	Authorized	Regulation	2340(5) - Regulation - Tactical Passengers	ADH and AM(MF) shall publish orders that detail the requirements regarding the carriage of Tactical Passengers on military registered Air Systems within their AoR.	Yes
2340[08](05)072	[08]	Authorized	AMC	2340(5).72 - AMC - General	ADH / AM(MF) orders should state the restrictions to be applied within their AoR when Tactical Passengers are carried.	Yes
2340[08](05)073	[08]	Authorized	AMC	2340(5).73 - AMC - General	Tactical Passengers should not handle Air System flying controls or operate Air System systems.	Yes
2340[08](05)074	[08]	Authorized	AMC	2340(5).74 - AMC - General	Tactical Passengers should not be carried during: a. Practice emergencies; b.Air Combat Manoeuvring, Basic Fighter Manoeuvres and Basic Helicopter Manoeuvres (except for dedicated Special Forces training).	Yes
2340[08](05)075	[08]	Authorized	AMC	2340(5).75 - AMC - General	ADH / AM(MF) orders should detail the approval and authorization process and any applicable restrictions to be applied when Tactical Passengers are carried during: a. Test and Evaluation flying; b. Simulated emergencies; c. Post-Maintenance test flights; d. Dedicated Special Forces Air Combat Manoeuvring, Basic Fighter Manoeuvres and Basic Helicopter Manoeuvres.	Yes
2340[08](05)076	[08]	Authorized	AMC	2340(5).76 - AMC - Passenger Briefing	It might not always be possible for Tactical Passengers to receive a pre-flight brief iaw RA 2340(3)[22]. ADH / AM(MF) should stipulate in orders: a. The reduced briefing requirements to be applied in such situations; b. When the reduced briefing can be applied; c. Who is able to conduct such briefings where Aircrew with a CQT for the Air System or suitably qualified survival equipment personnel are not present. [22] Such situations might include where Passengers are collected from ships, field locations or other remote areas.	Yes
2340[08](05)077	[08]	Authorized	AMC	2340(5).77 - AMC - Passenger Briefing	The dispensation for reduced briefings should not apply to the carriage of Cadet Forces.	Yes
2340[08](05)078	[08]	Authorized	AMC	2340(5).78 - AMC - Passenger Briefing	The Aircraft Commander should ensure that Tactical Passenger briefing arrangements are in place prior to the sortie.	Yes

2340[08](05)079	[08]	Authorized	AMC	2340(5).79 - AMC - Approval and Authorization	The Aircraft Commander should be satisfied that as far as practicable, Tactical Passengers: a. Have received and understood the minimum briefing requirements stipulated by ADH / AM(MF) orders or instructions; b. Are confirmed medically fit for the flight being undertaken iaw Annex A and their anthropometrics are within limits; c. Who are carried as Aeromedical patients, are reviewed in advance by medical staff and deemed fit to either travel unassisted or assisted by additional Aeromedical escorts.	Yes
2340[08](05)080	[08]	Authorized	AMC	2340(5).80 - AMC - Passenger Records	Passenger Manifest. The names of all Tactical Passengers should be recorded and retained outwith the Aircraft for the duration of the flight by either: a. The flight authorization record or on a suitable Passenger manifest[13], or; b. When Passengers are carrying out a recognized military task or essential training and it is impractical to record their details, the parent authority of the Passengers or the tasking authority for such movements should retain a list of those personnel until the flight is complete and all personnel have been accounted for. [13] This can be found on the MAA websites.	Yes
2340[08](05)081	[08]	Authorized	AMC	2340(5).81 - AMC - Passenger Records	The Aircraft Commander should ensure that a suitable method of recording Passenger details is in place prior to flight.	Yes
2340[08](06)	[08]	Authorized	Regulation	2340(6) - Regulation - Familiarization Flight Passengers	ADH and AM(MF) shall publish orders that detail the requirements regarding the carriage of Familiarization Flight Passengers on military registered Air Systems within their AoR.	Yes
2340[08](06)084	[08]	Authorized	AMC	2340(6).84 - AMC - General	Familiarization Flight Passengers should be Aircrew[1]. [1] Refer to RA 2101 – Aircrew Qualifications.	Yes
2340[08](06)085	[08]	Authorized	AMC	2340(6).85 - AMC - General	ADH / AM(MF) orders should state the restrictions to be applied within their AoR when Familiarization Flight Passengers are carried. As a minimum, these orders should include: a. The minimum flying qualifications, experience and skill sets required for Familiarization Passengers; b. The training packages required for Familiarization Flight Passengers	Yes
2340[08](06)086	[08]	Authorized	AMC	2340(6).86 - AMC - General	Familiarization Flights that include the handling of Air System flying controls by the Passenger should be carried out in an Air System fitted with dual controls and supervised from a control position by an appropriately qualified Aircrew Instructor.	Yes

2340[08](06)087	[08]	Authorized	AMC	2340(6).87 - AMC - General	Handling of an Air System’s flying controls by a Familiarization Flight Passenger should only be undertaken when the characteristics of an Air System and / or its systems cannot be adequately demonstrated in a Flight Simulator Training Device. ADH / AM(MF) orders should state when it is more appropriate for the characteristics of an Air System and / or its systems to be demonstrated in flight.	Yes
2340[08](06)088	[08]	Authorized	AMC	2340(6).88 - AMC - General	Familiarization Flight Passengers should not handle Air System flying controls, operate Air System systems, or occupy a CQT crew position during any of the following profiles / events[23]: a. Operational tasks; b. Practice emergencies; c. Post-Maintenance test flights; [23] This list is not exhaustive and ADH / AM(MF) should provide additional detail as necessary.	Yes
2340[08](06)089	[08]	Authorized	AMC	2340(6).89 - AMC - General	If ADH / AM(MF) orders allows Familiarization Flight Passengers to be carried, consideration should be given as to whether it is appropriate for Familiarization Flight Passengers to handle Air System flying controls, operate Air System systems, or occupy a CQT crew position during the following profiles / events[23]: a. Test and Evaluation test points; b. When other Passengers or non-essential personnel are being carried; c. Weaponry; d. Simulated emergencies; e. Air Combat Manoeuvring, Basic Fighter Manoeuvres and Basic Helicopter Manoeuvres; f. Low Flying; g. Mountain flying; h. Air Drop - personnel or stores; i. Night flying; j. Formation flying; k. Hovering in confined areas; l. Flight in Instrument Meteorological Conditions (IMC); m. Take-off and landing. [23] This list is not exhaustive and ADH / AM(MF) should provide additional detail as necessary.	Yes
2340[08](06)090	[08]	Authorized	AMC	2340(6).90 - AMC - Approval and Authorization	The Authorizing Officer should confirm and indicate via signature on the Passenger Briefing Form[13] that the requirements listed within the form have been completed for Familiarization Flight Passengers. [13] This can be found on the MAA websites.	Yes

2340[08](06)091	[08]	Authorized	AMC	2340(6).91 - AMC - Approval and Authorization	The Aircraft Commander should be satisfied that the Authorizing Officer has signed the Passenger Briefing Form[13] for Familiarization Flight Passengers. [13] This can be found on the MAA websites.	Yes
2340[08](06)092	[08]	Authorized	AMC	2340(6).92 - AMC - Passenger Records	The flight authorization record should be used, or a suitable Passenger manifest[13] (to be retained with the flight authorization record). [13] This can be found on the MAA websites.	Yes
2340[08](06)093	[08]	Authorized	AMC	2340(6).93 - AMC - Passenger Records	A Passenger Briefing Form[13] should be completed before flight for all Familiarization Flight Passengers, which should be retained with the flight authorization record. [13] This can be found on the MAA websites.	Yes
2340[08](07)	[08]	Authorized	Regulation	2340(7) - Regulation - Air Experience Flight Passengers	ADH and AM(MF) shall publish orders that detail the requirements regarding the carriage of Air Experience Flight Passengers on military registered Air Systems within their AoR.	Yes
2340[08](07)095	[08]	Authorized	AMC	2340(7).95 - AMC - General	ADH / AM(MF) orders should state the restrictions to be applied within their AoR when Air Experience Flight Passengers are carried.	Yes
2340[08](07)096	[08]	Authorized	AMC	2340(7).96 - AMC - General	Air Experience Flight Passengers should only occupy a seat that does not demand an Aircrew occupant[7]. [7] As per any applicable orders, instructions and rules such as the Air System Document Set, Release To Service, and any wider ADH or AM(MF) orders.	Yes
2340[08](07)097	[08]	Authorized	AMC	2340(7).97 - AMC - General	Air Experience Flight Passengers should only handle Air System flying controls in Air Systems fitted with dual controls.	Yes
2340[08](07)098	[08]	Authorized	AMC	2340(7).98 - AMC - General	The following profiles / events[23] should not be undertaken during flights with Air Experience Flight Passengers: a. Operational tasks; b. Practice emergencies; c. Post-Maintenance test flights; [23] This list is not exhaustive and ADH / AM(MF) should provide additional detail as necessary.	Yes

2340[08](07)099	[08]	Authorized	AMC	2340(7).99 - AMC - General	Air Experience Flight Passengers should not handle Air System flying controls or operate Air System systems during the following profiles / events[23]: a. Test and Evaluation test points; a. When other Passengers or non-essential personnel are being carried; b. Weaponry; c. Simulated emergencies; d. Air Combat Manoeuvring, Basic Fighter Manoeuvres and Basic Helicopter Manoeuvres; e. Low flying; f. Mountain flying; g. Air Drop - personnel or stores; h. Night flying; i. Formation flying; j. Hovering in confined areas; k. Flight in IMC; i. Take-off and landing. [23] This list is not exhaustive and ADH / AM(MF) should provide additional detail as necessary.	Yes
2340[08](07)100	[08]	Authorized	AMC	2340(7).100 - AMC - Approval and Authorization	The Authorizing Officer should confirm and indicate via signature on the Passenger Briefing Form[13] that the equirements, as listed within the form, have been completed for Air Experience Flight Passengers. [13] This can be found on the MAA websites.	Yes
2340[08](07)101	[08]	Authorized	AMC	2340(7).101 - AMC - Approval and Authorization	The Aircraft Commander should be satisfied that the Authorizing Officer has signed the Passenger Briefing Form[13] for Air Experience Flight Passengers. [13] This can be found on the MAA websites.	Yes
2340[08](07)102	[08]	Authorized	AMC	2340(7).102 - AMC - Passenger Records	The flight authorization record should be used, or a suitable Passenger manifest[13], (to be retained with the flight authorization record). [13] This can be found on the MAA websites.	Yes
2340[08](07)103	[08]	Authorized	AMC	2340(7).103 - AMC - Passenger Records	A Passenger Briefing Form[13] should be completed before flight for all Air Experience Flight Passengers, which should be retained with the flight authorization record. [13] This can be found on the MAA websites.	Yes
2340[08](08)	[08]	Authorized	Regulation	2340(8) - Regulation - Carriage of VIP Passengers	ADH and AM(MF) shall publish orders that detail the requirements regarding the carriage of VIP Passengers on military registered Air Systems within their AoR.	Yes

2340[08](08)105	[08]	Authorized	AMC	2340(8).105 - AMC - Carriage of VIP Passengers	The approval of the Head of Royal Travel should be obtained before a Royal Flight is carried out in military registered Air Systems.	Yes
2340[08](08)106	[08]	Authorized	AMC	2340(8).106 - AMC - Carriage of VIP Passengers	ADH and AM(MF) should take Societal Concern into account when approving the carriage of VIPs as Passengers in military registered Air Systems and: a. Should provide guidance on persons deemed to hold VIP status[24]; b. Should define the specific experience level and qualifications required by Aircraft Commanders (and other crew as applicable) before they can be considered for flying VIPs. [24] Further tri-service guidance on VIP status is in Appendix 44 to J741, Queen's Regulations for the Royal Air Force.	Yes
2340[08](09)	[08]	Authorized	Regulation	2340(9) - Regulation - Carriage of Cadets as Passengers	ADH and AM(MF) shall publish orders that detail the requirements regarding the carriage of Cadet Forces as Passengers on military registered Air Systems within their AoR.	Yes
2340[08](09)108	[08]	Authorized	AMC	2340(9).108 - AMC - Carriage of Cadets as Passengers	Members of Cadet Forces should only fly as Passengers in military registered Air Systems provided that: a. The cadets are conducting authorized activities; b. The flight does not extend beyond the UK territorial boundaries or the territorial boundaries of a military airfield / unit abroad unless approved by the appropriate Commander; c. Flights in single-engine Aircraft do not proceed over water unless within range of a suitable forced landing area; d. Each cadet has a certificate giving: (1) The written consent of their parent or guardian and; (2) For cadets still at school the written permission of the Head of School for any flying activity arranged by the school which takes place during school time.	Yes
2340[08](09)109	[08]	Authorized	AMC	2340(9).109 - AMC - Carriage of Cadets as Passengers	The safety and duty of care arrangements for the carriage of cadets undertaken outside the Cadet HQ's AoR should: a. Be reflected in the orders of the relevant ADH or AM(MF); b. Include proof of membership of the respective Cadet Force organization and proof of parental / guardian permission to fly; c. Include requirements for the briefing of cadets at least as stringent as those for other Passengers; (1) The dispensation for reduced Tactical Passenger briefings at RA 2340(5) should not be used for the carriage of cadets.	Yes

2340[08](09)110	[08]	Authorized	AMC	2340(9).110 - AMC - Carriage of Cadets as Passengers	Arrangements for the flying of Cadet Forces with Volunteer Gliding Squadrons, Air Experience Flights[25] or the Air Cadet Pilot Scheme should be iaw the detailed Cadet Force management arrangements specified by Cadet HQ and the relevant ADH or AM(MF) orders. [25] This refers to specific Air Experience Units, not the type of Passenger flight.	Yes
2340[08](09)111	[08]	Authorized	AMC	2340(9).111 - AMC - Passenger Records	A Passenger Briefing Form[13], or equivalent local variant / process, should be completed for the carriage of cadets, unless the flight is classified as a Routine Air Transport flight. [13] This can be found on the MAA websites.	Yes
2340[08](09)112	[08]	Authorized	AMC	2340(9).112 - AMC - Medical Standards for Cadets Carried as Air Experience Flight Passengers	Cadets carried as Air Experience Flight Passengers should meet the medical standards defined in Annex A.	Yes
2340[08](10)	[08]	Authorized	Regulation	2340(10) - Regulation - Carriage of Working Dogs	ADH and AM(MF) shall detail the requirements regarding the carriage of Working Dogs on military registered Air Systems within their AoR.	Yes
2340[08](10)116	[08]	Authorized	AMC	2340(10).116 - AMC - Carriage of Working Dogs	In addition to the requirements of JSP800 for the movement of animals: a. All dogs should be muzzled, restrained on a leash, and accompanied by a dog handler, while inside or in the vicinity of the Aircraft; b. Dog handlers should occupy a rear seat in the Aircraft, with the animal restrained between their legs; c. Aircraft Commanders should ensure that dog handlers are aware of the safe procedures for boarding and departing the Aircraft.	Yes
2345[05]	[05]	Authorized	RA Rationale	Aircrew Fatigue Management	►Fatigue is a significant factor in degrading the performance of Aircrew. Aircrew suffering from fatigue may not be fit to perform their duty and present a Risk to Flight Safety. This Regulation requires Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) to manage Aircrew fatigue.◄	Yes
2345[05](01)	[05]	Authorized	Regulation	Management of Aircrew Fatigue	2345(1) ADH and AM(MF) shall define the maximum allowable flying hours and measures to provide for compulsory rest periods for Aircrew.	Yes
2345[05](01)001	[05]	Authorized	AMC	Management of Aircrew Fatigue	1. ADH and AM(MF) should define in orders the ‘crew duty day’ that is allowable for Aircrew in any 24-hour period. ►These orders◄ should ►◄ take into account the aspects required to perform special operations and missions, and as a minimum ►address:◄ a. Maximum flying times; b. Cockpit alert time; c. Standby duties ►and;◄ d. Compulsory rest periods.	Yes

2345[05](01)002	[05]	Authorized	AMC	Management of Aircrew Fatigue	2. Periods of activity should alternate with compulsory rest periods. The maximum accumulated flying hours ►for pilots◄ should not exceed the hours ►given in Table 1◄[1]: [1] Table as per STANAG 3527 – ►◄ Fatigue Management ►in Air Operations.◄	Yes
2345[05](01)003	[05]	Authorized	AMC	Management of Aircrew Fatigue	3. ►Authorizers◄ should ►◄ enforce the fatigue management limits and measures stated in orders.	Yes
2345[05](01)004	[05]	Authorized	AMC	Management of Aircrew Fatigue	4. ►Where Aircraft or Remote Pilot Stations are also crewed by non-pilot Aircrew, ADH and AM(MF) should define in orders their maximum accumulated flying hours for non-pilot Aircrew per month, quarter and annum having considered the Flight Safety implications and stressors of their role.◄	Yes
2345[05](01)005	[05]	Authorized	AMC	Management of Aircrew Fatigue	5. ►◄ Aircrew should make full use of opportunities to rest and avoid activity detrimental to the next crew duty period. Non-military flying and other fatiguing activities should be considered ►by both Aircrew and Authorizers◄ when reviewing activity prior to the next planned duty cycle.	Yes
2345[05](01)006	[05]	Authorized	AMC	Management of Aircrew Fatigue	6. ADH and AM(MF) should define in orders the procedures for granting extensions or exceptions to fatigue management limitations.	Yes
2345[05](02)	[05]	Authorized	Regulation	Use of Temazepam in the Management of Work and Rest in Aircrew	2345(2) ADH shall issue orders ►for◄ the use of Temazepam in ►their Area of Responsibility (AoR) to manage work and rest schedules.◄	Yes
2345[05](02)013	[05]	Authorized	AMC	Use of Temazepam in the Management of Work and Rest in Aircrew	13. Temazepam should be prescribed and used in accordance with (iaw) AP1269A[4]. [4] Refer to AP1269A – ►RAF Manual◄ - Assessment of Medical Fitness, Leaflet 5-19 Annex C - Temazepam in the Management of Work and Rest in Aircrew.	Yes
2345[05](02)014	[05]	Authorized	AMC	Use of Temazepam in the Management of Work and Rest in Aircrew	14. ADH should issue orders ►for◄ the ►◄ use of Temazepam within their AoR in consultation with Aviation Medical Subject Matter Experts and iaw AP1269A[4].	Yes
2345[05](02)015	[05]	Authorized	AMC	Use of Temazepam in the Management of Work and Rest in Aircrew	15. ADH orders should ►emphasize◄ that the use of Temazepam ►is◄ only ►to◄ be considered as an adjunct and ►is◄ not considered a substitute for effective scheduling and rest patterns.	Yes
2345[05](02)016	[05]	Authorized	AMC	Use of Temazepam in the Management of Work and Rest in Aircrew	16. Aircrew should undergo a successful ground trial[4] of Temazepam ►before any intended use to ensure they suffer no adverse side effects. The date of the trial and any limitations should be recorded in the medical section of their Flying Logbook.◄	Yes
2345[05](02)017	[05]	Authorized	AMC	Use of Temazepam in the Management of Work and Rest in Aircrew	17. Temazepam should not be taken for any longer than 5 days consecutively, and should not be taken for more than a total of 20 days in a 60-day period.	Yes
2345[05](02)018	[05]	Authorized	AMC	Use of Temazepam in the Management of Work and Rest in Aircrew	18. ►◄ Temazepam should only be used by Aircrew in the management of work and rest on operations, operational training and route flying. ►◄ The use of Temazepam should not be considered by Defence Contractor Flying Organizations.	Yes

2350[05]	[05]	Authorized	RA	2350 - RA (Issue 5) - Air System Emergencies	During an Air System Emergency, Aircrew are required to make timely and safety critical decisions, and take the appropriate actions. Errors in emergency handling and management will lead to an unacceptable increase in Risk to Life. Aircrew must use a standard set of immediate actions during an emergency situation and support these with common verbal or visual instructions.	Yes
2350[05](01)	[05]	Authorized	Regulation	2350(1) - Regulation - Air System Emergencies	Aircrew operating UK Military Air Systems shall have a thorough knowledge, appropriate to their aircrew specialization, of the emergency procedures and drills specific to the Air System they are operating.	Yes
2350[05](01)001	[05]	Authorized	AMC	2350(1).1 - AMC - Air System Emergencies	Emergency procedures and Drills should be as detailed in the Air System Document Set.	Yes
2350[05](01)002	[05]	Authorized	AMC	2350(1).2 - AMC - Air System Emergencies	Emergency Codewords. If the Aircraft Commander considers it probable that the Aircraft must be abandoned, or that a state of emergency exists, the following executive orders should be used:	Yes
2350[05](01)003	[05]	Authorized	AMC	2350(1).3 - AMC - Air System Emergencies	Forced Landings. When a forced landing incident occurs, the Aircraft Commander, or if they are injured, the next senior uninjured member of the crew, should ensure that where it is safe to do so: a. All ejection seats and weapons are rendered 'safe'. b. The engine, fuel and electrical supplies are shut off. c. Any classified equipment or material does not fall into unauthorized hands. d. The incident is reported by the quickest means to the parent unit. e. The Aircraft is not left unguarded. f. An Aircraft Commander of Remotely Piloted Air System (RPAS) should comply where possible with the above, or delegate responsibility to the Post Crash Management Incident Officer.	Yes
2350[05](01)004	[05]	Authorized	AMC	2350(1).4 - AMC - Air System Emergencies	When a forced landing is categorized as an accident, the Post-Crash Management Procedures detailed in the Manual of Post-Crash Management should be followed.	Yes
2350[05](01)005	[05]	Authorized	AMC	2350(1).5 - AMC - Air System Emergencies	Ditching and Salvage. When an Aircraft ditches and it is both safe and practical to do so, the Aircraft Commander should take every possible step to ensure the safety and potential salvage of their Aircraft.	Yes
2350[05](01)006	[05]	Authorized	AMC	2350(1).6 - AMC - Air System Emergencies	In-Flight Signals. When it is necessary to pass information between a radio inoperative aircraft and an assisting aircraft or an ATC unit, the standard in-flight visual signals and procedures, detailed in STANAG 3379[2], should be used. Aviation Duty Holder (ADH) and Accountable Manager (Military Flying) (AM(MF)) should issue additional in-flight visual signals or procedures to meet individual aircraft needs but they should be consistent with, and not lead to confusion with, the signals and procedures detailed in STANAG 3379. [2] Refer to STANAG 3379 In Flight Visual Signals.	Yes

2355[04]	[04]	Authorized	RA	2355 - RA (Issue 4) - Static Line and Freefall Parachuting	Static Line and Freefall Parachuting have resulted in numerous injuries. Failure to manage the activity appropriately could result in damage to the Aircraft and increase Risk to Life (RtL) to 1st and 3rd party personnel. This Regulatory Article (RA) relates to the Aircraft's clearance to conduct the activity and must be read in conjunction with RA 1150[1] which covers the end to end governance of the activity. Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) are to ensure Aircraft within their Area of Responsibility (AoR) are cleared for the activity and are to carefully manage the activity through specific approvals and detailed procedures. [1] Refer to RA 1150 - Airborne Equipment and Airborne Forces.	No
2355[04](01)	[04]	Authorized	Regulation	2355(1) - Regulation - Approval for Static Line and Free Fall Parachuting	ADH and AM(MF) shall approve all Static Line and Free Fall parachuting from UK Military Registered Aircraft.	No
2355[04](01)001	[04]	Authorized	AMC	2355(1).1 - AMC - Approval for Static Line and Free Fall Parachuting	ADH or AM(MF) should only approve Static Line and Free Fall parachuting from Aircraft within their AoR that are specifically cleared for the role in the Aircraft's Release To Service (RTS) or, for non-RTS operations, the Military Permit to Fly (MPTF) or Aircraft limitations document as referenced in the Certificate of Usage (CofU)[2]. [2] Refer to RA 1123 – Certificate of Usage for Military Registered Civil-Owned Aircraft.	No
2355[04](01)002	[04]	Authorized	AMC	2355(1).2 - AMC - Approval for Static Line and Free Fall Parachuting	ADH or AM(MF) Orders for non-RTS operations should specify the requirements for Static Line and Free Fall parachuting from UK Military Registered Aircraft taking account of the Tactical Air Transport (Tac AT) manuals and HQ 2 Gp Operations Manuals.	No
2355[04](01)003	[04]	Authorized	AMC	2355(1).3 - AMC - Approval for Static Line and Free Fall Parachuting	ADH or AM(MF) should assure that any UK Military Airborne Equipment[3] (AE) used for Static Line parachuting is approved for use within the RTS of the intended Aircraft. [3] Airborne Equipment can be split into Airborne Forces Equipment (AFE), equipment and ancillary items used to insert personnel into Drop Zones, and Aerial Delivery Equipment (ADE), equipment and ancillary items, including an Airdrop Platform where used, to deliver Cargo to Drop Zones.	No
2355[04](01)004	[04]	Authorized	AMC	2355(1).4 - AMC - Approval for Static Line and Free Fall Parachuting	ADH or AM(MF) should ensure that any non-UK Military Static Line AE is cleared for use on Aircraft within their AoR.	No
2355[04](01)005	[04]	Authorized	AMC	2355(1).5 - AMC - Approval for Static Line and Free Fall Parachuting	ADH or AM(MF) should assure that any non-UK Military Free Fall AE is safe to be carried on Aircraft within their AoR.	No
2355[04](02)	[04]	Authorized	Regulation	2355(2) - Regulation - Procedures for Static Line and Free Fall Parachuting	ADH, AM(MF) and Commanders shall publish Orders for the conduct of all Static Line and Free Fall parachuting from Aircraft within their AoR.	No
2355[04](02)007	[04]	Authorized	AMC	2355(2).7 - AMC - Procedures for Static Line and Free Fall Parachuting	The Tac AT manuals and HQ 2 Gp Operations Manuals should be used as the definitive document for all Military Static Line and Free Fall parachuting.	No

2355[04](02)008	[04]	Authorized	AMC	2355(2).8 - AMC - Procedures for Static Line and Free Fall Parachuting	Any Military Static Line and Free Fall parachuting activity that is required to deviate from the Tac AT manuals and HQ 2 Gp Operations Manuals should be discussed with HQ 2 Gp, except Test and Evaluation conducted by an approved organization[4] in accordance with (iaw) their procedures. If the deviation is associated with the procedures for the Aircraft, it should be approved by the relevant ADH or AM(MF). [4] As recognized by the MAA.	No
2355[04](02)009	[04]	Authorized	AMC	2355(2).9 - AMC - Procedures for Static Line and Free Fall Parachuting	Parachuting programmes not conducted under Tac AT Manuals and HQ 2 Gp Operations Manuals are designated Sport Parachuting. Sport Parachuting from UK Military Aircraft should be specifically approved by the appropriate ADH or AM(MF).	No
2355[04](02)010	[04]	Authorized	AMC	2355(2).10 - AMC - Procedures for Static Line and Free Fall Parachuting	Where approved, Sport Parachuting procedures should be promulgated by ADHs, AM(MF) and Commanders.	No
2355[04](02)011	[04]	Authorized	AMC	2355(2).11 - AMC - Procedures for Static Line and Free Fall Parachuting	All reportable occurrences should be reported iaw RA 1410[5]. [5] Refer to RA 1410 – Occurrence Reporting and Management.	No
2355[04](02)012	[04]	Authorized	AMC	2355(2).12 - AMC - Procedures for Static Line and Free Fall Parachuting	All units conducting parachuting operations should ensure that the correct Notice to Airmen (NOTAM) action has been put in place for the duration of the activity.	No
2357[01]	[01]	Authorized	RA	2357 - RA (Initial Issue) - Troop Insertions and Extraction Systems	The use of Troop Insertions and Extraction Systems (TIES) is conducted to generate a range of military capabilities. However, these activities may be associated with increased levels of Risk to Life (RtL). This Regulatory Article requires that Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) understand the division of safety responsibilities and have robust orders and procedures in place to govern TIES activity.	No
2357[01](01)	[01]	Authorized	Regulation	2357(1) - Regulation - Troop Insertions and Extraction Systems Governance	ADH and AM(MF) shall ensure the RtL associated with TIES is managed within their Area of Responsibility (AoR) and that safety responsibilities associated with the activity are properly defined.	No
2357[01](01)001	[01]	Authorized	AMC	2357(1).1 - AMC - Troop Insertions and Extraction Systems Governance	The Joint Air Delivery Test and Evaluation Unit (JADTEU) should produce and maintain Digital Air Publication (DAP) 101A-1114 Troop Insertions and Extraction Systems Manual (hereafter referred to in this Regulatory Article as the DAP). This publication should set out the techniques, limitations, equipment and training to be undertaken by those units conducting TIES.	No
2357[01](01)002	[01]	Authorized	AMC	2357(1).2 - AMC - Troop Insertions and Extraction Systems Governance	Where TIES activities are conducted, ADH and AM(MF) should publish orders and instructions that detail how TIES activity is to be conducted on Aircraft within their AoR.	No
2357[01](01)003	[01]	Authorized	AMC	2357(1).3 - AMC - Troop Insertions and Extraction Systems Governance	TIES activity should be conducted in accordance with (iaw) the DAP, the relevant Air System Document Set or, for non-Release To Service flying operations, the Military Permit To Fly or Contractors Flight Limitations Document and applicable ADH/AM(MF) orders and instructions.	No
2357[01](01)004	[01]	Authorized	AMC	2357(1).4 - AMC - Troop Insertions and Extraction Systems Governance	Any deviation from the DAP should be discussed with JADTEU. If the deviation is associated with activity on the Aircraft, it should be approved by the relevant ADH or AM(MF).	No

2357[01](01)005	[01]	Authorized	AMC	2357(1).5 - AMC - Troop Insertions and Extraction Systems Governance	Where TIES activity is conducted within their AoR, ADH and AM(MF) should ensure that this activity is specifically included within the Air System Safety Case (ASSC) iaw RA 1205[1]. The ASSC should define the boundaries of safety responsibility between the ADH/AM(MF) and any ADH-Facing Organizations (such as the persons' Chain of Command) conducting the TIES activity. [1] Refer to RA 1205 - Air System Safety Cases.	No
2357[01](01)006	[01]	Authorized	AMC	2357(1).6 - AMC - Troop Insertions and Extraction Systems Governance	The Chain of Command of the person(s) conducting TIES activity, as an ADH-Facing Organization, should ensure (through their Duty of Care responsibilities) that the person(s) are fully trained, competent, current, suitably equipped and fit to conduct the TIES activity iaw the DAP and any additional requirements stated in ADH/AM(MF) orders and instructions.	No
2357[01](01)007	[01]	Authorized	AMC	2357(1).7 - AMC - ADH/AM(MF) Orders and Instructions	Where TIES activities are conducted within their AoR, ADH and AM(MF) should publish orders and instructions that detail, as a minimum[2]: a. The required Aircrew and Supernumerary Crew qualifications and competence levels required to conduct TIES within their AoR; b. Aircrew and Supernumerary Crew training requirements prior to the conduct of TIES activity on Aircraft in their AoR; c. The approval and authorization process to be followed for TIES activity on Aircraft within their AoR; d. Restrictions or prohibited flight profiles, training events or manoeuvres for flights involving TIES; e. The minimum Aircrew qualifications, experience or currency requirements to conduct TIES activity on Aircraft within their AoR; f. The safety and survival drill requirements for TIES activity on Aircraft within their AoR; g. The wearing and carriage requirements of approved Aircrew Equipment Assemblies (AEA) and Safety Equipment during TIES activity; h. Training and operating requirements for ADH-Facing Organizations. [2] This list is not exhaustive and ADH/AM(MF) should provide additional detail as necessary.	No
2357[01](01)008	[01]	Authorized	AMC	2357(1).8 - AMC - TIES Accident and Incident Reporting	TIES accidents or incidents should be reported iaw RA 1410[3]. Consideration should also be given to reporting under the respective single-service reporting mechanisms iaw JSP 375[4]. [3] Refer to RA 1410 – Occurrence Reporting and Management. [4] Refer to JSP 375 - Management of Health and Safety in Defence.	No
2360[05]	[05]	Authorized	RA	2360 - RA (Issue 5) - Portable Electronic Devices	Portable electronic devices (PED) are items of electrically powered equipment of a size that enables them to be portable. PED may constitute a hazard to Air System safety by means of electro-magnetic interference or battery pack fire. Consequently, carriage and operation of PED within UK military Air Systems needs to be controlled.	Yes

2360[05](01)	[05]	Authorized	Regulation	2360(1) - Regulation - Portable Electronic Devices	Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) shall publish orders for the carriage and operation of PED in or near crewed Aircraft, Remotely Piloted Aircraft or Remote Pilot Stations within their Area of Responsibility (AoR).	Yes
2360[05](01)001	[05]	Authorized	AMC	2360(1).1 - AMC - Operation of Intentionally Transmitting PED	ADH and AM(MF) should ensure that all PED that are known, or suspected, to intentionally transmit radio frequencies are switched off for the entire duration of the flight, including start and shut down periods. This does not apply to intentionally transmitting PED that have been specifically cleared for use in the Release To Service (RTS)[1] or Military Permit to Fly (MPTF). [1] Refer to 1300 Series: Release To Service.	Yes
2360[05](01)002	[05]	Authorized	AMC	2360(1).2 - AMC - Operation of Unintentionally Transmitting PED	All other PED may be classed as unintentionally transmitting. ADH and AM(MF) should ensure that unintentionally transmitting PED are not used in the following phases of flight (as a minimum): taxi, take-off, approach, landing, fuelling and arming operations, during mission critical stages and during abnormal or emergency conditions. This does not apply to unintentionally transmitting PED that have been specifically cleared for use in the RTS[1] or MPTF. [1] Refer to 1300 Series: Release To Service.	Yes
2360[05](01)003	[05]	Authorized	AMC	2360(1).3 - AMC - Battery Pack Fire	ADH and AM(MF) should detail in orders, procedures for preventing or containing PED battery pack fires for all Air Systems within their AoR.	Yes
2370[05]	[05]	Authorized	RA	2370 - RA (Issue 5) - Test and Evaluation	Test and Evaluation (T&E) activity provides evidence that is used to support the Air System Safety Case (ASSC[1]). The Risks to Life (RtL) associated with this activity are two-fold: firstly the process of evidence gathering has the potential to present a greater RtL than that associated with the routine operating environment, and secondly the generation of flawed evidence may negatively impact on the subsequent ASSC. Therefore T&E activity, and the associated evidence-generation, needs to be conducted and supervised by approved organizations and Suitably Qualified and Experienced Person (SQEP). Applicability of this RA 1. The T&E activities covered by this Regulatory Article are defined as flights, ground taxi, ground runs and / or other on-Air System assessments that generate evidence in support of the ASSC[1]. [1] The means by which the ASSC is satisfied for RPAS operating in the Open Category and Specific S1 sub-category is detailed at RA 1601 - Remotely Piloted Air Systems Open A1 sub-category (Fly ‘Over’ People), RA 1602 – Remotely Piloted Air Systems Open A2 sub-category (Fly ‘Close To’ People), RA 1603 – Remotely Piloted Air Systems Open A3 sub-category (Fly ‘Far From’ People) and RA 1604 – Remotely Piloted Air Systems Specific S1 sub-category.	Yes

2370[05](01)	[05]	Authorized	Regulation	2370(1) - Regulation - Test and Evaluation Governance	T&E activity shall be subject to governance by SQEP.	Yes
2370[05](01)002	[05]	Authorized	AMC	2370(1).2 - AMC - Test and Evaluation Governance	Endorsement. a. Aviation Duty Holders (ADH), Remotely Piloted Air Systems (RPAS) Duty Holders (RPAS DH), Accountable Managers (Military Flying) (AM(MF)), or RPAS Accountable Managers (RPAS AM) who manage or conduct T&E activity should be endorsed by the Military Aviation Authority (MAA)[2]. b. When not themselves T&E SQEP; ADH, RPAS DH, AM(MF), or RPAS AM should appoint SQEP to oversee T&E activity. In these cases ADH, RPAS DH, AM(MF), or RPAS AM should provide evidence of said individual's SQEP when submitting their application for endorsement by the MAA[2] and note that accountability remains with the endorsed ADH, RPAS DH, AM(MF), or RPAS AM. c. ADH-Facing organizations that manage or conduct T&E activity should do so in accordance with (iaw) RA 1020[3] and RA 1205[4]. [2] The T&E Endorsement application form is available on the MAA's website. [3] Refer to RA 1020 – Aviation Duty Holder and Aviation Duty Holder–Facing Organizations - Roles and Responsibilities. [4] Refer to RA 1205 – Air System Safety Cases.	Yes
2370[05](01)003	[05]	Authorized	AMC	2370(1).3 - AMC - Test and Evaluation Governance	Nomination of Units and organizations. ADH, RPAS DH, AM(MF), or RPAS AM should: a. Nominate Units and organizations for T&E activity and its associated T&E category iaw the endorsement issued by the MAA. b. Nominate SQEP[5] for T&E activity. [5] iaw Annexes A, B and C.	Yes

2370[05](01)004	[05]	Authorized	AMC	2370(1).4 - AMC - Test and Evaluation Governance	Approval of T&E activity. ADH, RPAS DH, AM(MF), or RPAS AM should: a. Detail in orders the manner in which T&E activity is to be approved as follows: (1) The scope of involvement of the ADH, RPAS DH, AM(MF), or RPAS AM in the approval process. (2) The composition and competency of the Approval Board, which is to be SQEP for the activity being conducted, include minimum T&E qualifications iaw Annexes B and C and include representatives from the following areas as appropriate: Design Organization, T&E, Continuing Airworthiness, Type Airworthiness and flight operations. (3) The categorization of T&E activity. b. Detail in orders the process for allocating T&E activity to specific Units or organizations.	Yes
2370[05](01)005	[05]	Authorized	AMC	2370(1).5 - AMC - Test and Evaluation Governance	T&E Approval Board. The Approval Board should: a. Approve T&E activity on behalf of the ADH, RPAS DH, AM(MF), or RPAS AM. b. Examine each trial before planning commences and endorse the proposed T&E categorization. c. Ensure that those designing, planning, supervising and conducting T&E activity are SQEP. d. Ensure that the trial design is capable of generating the appropriate level and fidelity of evidence.	Yes
2370[05](01)006	[05]	Authorized	AMC	2370(1).6 - AMC - Test and Evaluation Governance	Combined Test Teams (CTT). CTT should operate under the governance of a single clearly identifiable ADH, RPAS DH, AM(MF), or RPAS AM and within the boundaries of a governance arrangement agreed by all relevant participants / stakeholders (eg T&E Organizations, Design Organization, Delivery Team).	Yes

2370[05](01)007	[05]	Authorized	AMC	2370(1).7 - AMC - Test and Evaluation Governance	Open Category and Specific S1 sub-category RPAS T&E. All T&E on RPAS operating in the Open Category and Specific S1 sub-category should be conducted under the authority of a RPAS DH / RPAS AM and supported by appropriate persons[6]. The RPAS DH / RPAS AM should ensure that the RPAS has been appropriately evaluated by SQEP for basic Airworthiness requirements[7], that it is “Safe to Operate” in the Defence Air Environment (DAE) and can be registered iaw RA 1161[8]. [6] This explicitly includes the requirement for a RPAS DH / RPAS AM for T&E activities on Sub 250 g RPAS operating in the Open Category. Refer to RA 1601, RA 1602, RA 1603 and RA 1604 for the responsibilities of the RPAS DH / RPAS AM and supporting appropriate persons. [7] For Open Category and Specific S1 sub-category RPAS this would normally be achieved through endorsement of the manufacturer by the Defence Equipment and Support (DE&S) Unmanned Air System Team (UAST) Type Airworthiness Authority (TAA); refer to RA 1601, RA 1602, RA 1603 and RA 1604. This RA 2370 derogation allows the RPAS DH / RPAS AM to ensure the basic Airworthiness of an RPAS in the early stages of experimentation and development via another route, appropriate to the context of the Air System and T&E activity to be undertaken. [8] Refer to RA 1161 – Military Registration of Air Systems Operating within the Defence Air Environment.	Yes
2370[05](02)	[05]	Authorized	Regulation	2370(2) - Regulation - Test and Evaluation Personnel	T&E activity shall only be designed, planned, supervised and conducted by SQEP.	Yes
2370[05](02)010	[05]	Authorized	AMC	2370(2).10 - AMC - Test and Evaluation Personnel	ADH, RPAS DH, AM(MF), or RPAS AM should detail in orders the T&E competencies required of those designing, supervising and conducting T&E across the T&E categories. These T&E competencies should meet or exceed the minimum qualification requirements[5] and include appropriate experience in the following: a. Test programme management, risk management and T&E governance. b. The planning, conduct and reporting of T&E activity. c. The intended functionality of the Air System and / or the system under test. d. The application of relevant test techniques. [5] iaw Annexes A, B and C.	Yes
2370[05](02)011	[05]	Authorized	AMC	2370(2).11 - AMC - Test and Evaluation Personnel	ADH, RPAS DH, AM(MF), or RPAS AM should record evidence of T&E competencies (including training, qualifications, and experience) and T&E currency.	Yes

2370[05](03)	[05]	Authorized	Regulation	2370(3) - Regulation - Test and Evaluation Activity	ADH, RPAS DH, AM(MF), or RPAS AM shall issue orders detailing the governance, categorization, planning, conduct and reporting of T&E activity.	Yes
2370[05](03)013	[05]	Authorized	AMC	2370(3).13 - AMC - Test and Evaluation Activity	T&E categorization. ADH, RPAS DH, AM(MF), or RPAS AM should categorize T&E activity as follows: a. Cat 1. Experimental / Developmental T&E. b. Cat 2. Flight Safety-critical T&E. c. Cat 3. Production T&E. d. Cat 4. Non-Flight Safety-critical T&E. e. Cat 5. Operational T&E.	Yes
2370[05](03)014	[05]	Authorized	AMC	2370(3).14 - AMC - Test and Evaluation Activity	T&E documentation. ADH, RPAS DH, AM(MF), or RPAS AM should detail in orders the processes for determining: a. T&E objectives. b. Hazard identification and risk management processes specific to T&E. c. Test plans, flight test cards, post-flight reports and trial reports. d. Ground, simulator and air trials specific training. e. Specific currency requirements for the T&E activity. f. Additional/specific safety and survival training requirements. g. Any T&E specific procedures for engineering and flight line personnel. h. SQEP to approve, supervise, plan and conduct T&E activity. i. SQEP to author and release trials reports.	Yes

2375[04]	[04]	Authorized	RA	2375 - RA (Issue 4) - Qualification, Approval and Use of Flight Simulator Training Devices	Flight Simulation Training Devices (FSTD) are used across the Defence Air Environment as preparation, or substitution, for live flying. FSTD that misrepresent the real behaviour, performance or have significant material differences to the associated Air System could jeopardize the safe operation of the live Air System and increase Risk to Life (RtL). This RA requires Senior Responsible Owners (SRO), Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) to ensure that FSTD within their Area of Responsibility (AoR) are appropriately qualified, fit for purpose for the approved use and ensure that they do not jeopardize the safe operation of the live Air System, or at least understand where it could. Definitions Relevant to this RA 1. For the purposes of this RA, the following definitions apply. The definitions intentionally align with civilian terminology, amended to suit military application where appropriate, to allow industry partners to apply recognized civilian standards where military standards are not codified or readily available. 2. Flight Simulation Training Device (FSTD). Is categorized as a device which is a Full Flight Simulator, a Flight Training Device, a Flight and Navigation Procedures Trainer, or a Basic Instrument Training Device. a. Full Flight Simulator (FFS). Means a full-size replica of a specific Air Systems flight deck/cockpit, including the assemblage of all equipment and computer programmes necessary to represent the Air System in ground and flight operations, a visual system providing an out of the flight deck/cockpit view and a force cueing motion system. b. Flight Training Device (FTD). Means a full-size replica of a specific Air Systems instruments, equipment, panels and controls in an open flight deck/cockpit area or an enclosed flight deck/cockpit, including the assemblage	Yes
2375[04](01)	[04]	Authorized	Regulation	2375(1) - Regulation - Qualification of Flight Simulator Training Devices	The SRO[1] shall ensure that the FSTD[2] within their AoR are Qualified for their intended use. [1] Where an SRO is not appointed the ODH, AM(MF) or In-Service Capability Manager, on behalf of the ODH or AM(MF), shall fulfil this responsibility, ie In-Service modification where an SRO is not appointed or Contractor Flying Approved Organization Scheme (CFAOS) organizations. [2] Where multiple devices of the same specification exist, they will need to be individually assessed and qualified.	Yes

2375[04](01)008	[04]	Authorized	AMC	2375(1).8 - AMC - Qualification of Flight Simulator Training Devices	The SRO should own, develop and manage a Qualification Statement for all FSTD that are categorized as an FFS or FTD within their AoR that are to be used for the preparation, or substitution, for live sorties subject to the following: a. A Qualification Statement should have a single owner at any one time. b. For new Air Systems that requires an FSTD, the SRO should own the Qualification Statement until transfer of the device to the ODH or AM(MF). c. For In-Service Air Systems that require a new FSTD or modification of an existing FSTD, the SRO should own, develop and manage the Qualification Statement throughout[1]. d. Transfer of ownership of the Qualification Statement from the SRO to ODH or AM(MF) should take place before any routine In-Service employment of the FSTD. Where the FSTD is being used to train ahead of Air System delivery the SRO may retain ownership of the Qualification Statement until the Air System is accepted into Service. [1] Where an SRO is not appointed the ODH, AM(MF) or In-Service Capability Manager, on behalf of the ODH or AM(MF), shall fulfil this responsibility, ie In-Service modification where an SRO is not appointed or Contractor Flying Approved Organization Scheme (CFAOS) organizations.	Yes
2375[04](01)009	[04]	Authorized	AMC	2375(1).9 - AMC - Qualification of Flight Simulator Training Devices	For all other categories of FSTD or OTD[3] within their AoR, the SRO should own, develop and manage a Qualification Statement, in accordance with (iaw) para 8 if the device is used to: a. Support claims made in the Air System Safety Case (ASSC)[4]; b. To claim training credit; c. To claim currency. [3] Where an OTD is required to be qualified any relevant reference to an FSTD is to be applied to the OTD throughout the entire RA. [4] Refer to RA 1205 - Air System Safety Cases.	Yes

2375[04](01)010	[04]	Authorized	AMC	2375(1).10 - AMC - Qualification of Flight Simulator Training Devices	The Qualification Statement should be produced on completion of the Qualification Process detailed below, which is also depicted pictorially at Annex A: a. The SRO should: (1) Define the category of device required; (2) Define the intended use of the device, including any specific military or training tasks that may be performed in addition to, or are different to, that of an equivalent type of civilian Air System; (3) Define the desired training output and what level of fidelity is required for each training objective, including any environmental considerations; (4) Ensure, where possible, that the Air System or Commodity Delivery Team Leader contracts the device manufacturer to use the Air System Design Organizations flight data[5] and any available flight test data to achieve the required fidelity levels; (5) Assure that the Air System or Commodity Delivery Team Leader contracts the device manufacturer to apply the appropriate design standards for FSTD[6]; (6) Ensure that a QTG is produced by the FSTD Operator, in consultation with Test and Evaluation (T&E) Suitably Qualified and Experienced Person (SQEP), that demonstrates compliance against the performance and tolerance criteria that has been agreed by the SRO. This should include any objective and subjective tests that are required to evaluate specific military tasks and capabilities. b. The QTG should: (1) Be provided to the evaluating organization to form part of their evaluation and support their statement of material differences and RtL assessment; (2) Prescribe desired performance criteria and tolerances for assessment. c. Where the military Air System is based on a civilian Air System that has an FSTD, that has been qualified or certified by a National Aviation Authority, the	Yes

2375[04](01)011	[04]	Authorized	AMC	2375(1).11 - AMC - Qualification of Flight Simulator Training Devices	A suggested Qualification Statement template can be found on the MMA website which should include, as a minimum: a. The qualification category of the device. b. The training objectives the device can and cannot support, including the currency limitations, qualifications, ratings and supervisory checks and that may be carried out in the device. c. Detail the implications of any environmental misrepresentation and the environmental conditions in which the device may be used. d. Detail any relevant material differences between the device and the 'as flown' Air System. This may be refenced to an appropriate document that is available to Aircrew and training staff. e. Detail any areas where there is a reasonable prospect of negative training occurring, specifying any associated limitations or exceptions and where RtL may be increased in the live Air System as a result.	Yes
2375[04](01)012	[04]	Authorized	AMC	2375(1).12 - AMC - Qualification of Flight Simulator Training Devices	The initial qualification should be conducted by T&E Aircrew[8] where accurate handling qualities, quality of the mission system representation, synthetic environment or Air System performance are material to the intended usage. [8] Class A or B Test Pilot iaw RA 2370 – Test and Evaluation for handling qualities, pilot workload or Human Machine Interface (HMI) assessment and Evaluator Aircrew for other systems, including whole crew environment assessment and work station HMI. They should be assisted by an Aircrew Instructor who is deemed SQEP and current on type.	Yes
2375[04](01)013	[04]	Authorized	AMC	2375(1).13 - AMC - Qualification of Flight Simulator Training Devices	The re-qualification of a device should be conducted by T&E Aircrew[8] where accurate handling qualities, quality of the mission system representation, synthetic environment or Air System performance are material to an expansion in the intended usage, or; following a modification to the device that might have reasonably affected the representation of accurate handling qualities or quality of the mission system representation. [8] Class A or B Test Pilot iaw RA 2370 – Test and Evaluation for handling qualities, pilot workload or Human Machine Interface (HMI) assessment and Evaluator Aircrew for other systems, including whole crew environment assessment and work station HMI. They should be assisted by an Aircrew Instructor who is deemed SQEP and current on type.	Yes

2375[04](01)014	[04]	Authorized	AMC	2375(1).14 - AMC - Qualification of Flight Simulator Training Devices	Qualification of the device conducted by T&E Aircrew[8] should include an assessment of training as effective, limited or negative. [8] Class A or B Test Pilot iaw RA 2370 – Test and Evaluation for handling qualities, pilot workload or Human Machine Interface (HMI) assessment and Evaluator Aircrew for other systems, including whole crew environment assessment and work station HMI. They should be assisted by an Aircrew Instructor who is deemed SQEP and current on type.	Yes
2375[04](01)015	[04]	Authorized	AMC	2375(1).15 - AMC - Qualification of Flight Simulator Training Devices	Where the representation of the operational performance of non-flight safety critical mission systems is material to the intended usage, qualification of the device should be conducted by personnel deemed SQEP by the SRO[9]. [9] Considered on a case by case basis, eg tactical mission systems may be more appropriately evaluated by an Operational Evaluation Unit or specialized role mission equipment may require end user SQEP advice during evaluation.	Yes
2375[04](01)016	[04]	Authorized	AMC	2375(1).16 - AMC - Qualification of Flight Simulator Training Devices	Where the requirement for the device is a low level of fidelity that is not intended to represent the handling qualities, flight model and performance characteristics throughout the flight envelope of the live Air System, the SRO should consider reducing the T&E Aircrew[8] requirement to a lower level, if appropriate, depending on the intended use, eg mission specific training or tactical training[10]. [8] Class A or B Test Pilot iaw RA 2370 – Test and Evaluation for handling qualities, pilot workload or Human Machine Interface (HMI) assessment and Evaluator Aircrew for other systems, including whole crew environment assessment and work station HMI. They should be assisted by an Aircrew Instructor who is deemed SQEP and current on type. [10] This could also apply to FSTD modifications that are limited to mission or tactical systems and do not modify the handling qualities, flight model and performance characteristics throughout the flight envelope.	Yes
2375[04](01)017	[04]	Authorized	AMC	2375(1).17 - AMC - Qualification of Flight Simulator Training Devices	An appropriate SQEP stakeholder group, which includes T&E Aircrew[8], should be established where unique and emerging technologies are involved and there is no end user expertise. [8] Class A or B Test Pilot iaw RA 2370 – Test and Evaluation for handling qualities, pilot workload or Human Machine Interface (HMI) assessment and Evaluator Aircrew for other systems, including whole crew environment assessment and work station HMI. They should be assisted by an Aircrew Instructor who is deemed SQEP and current on type.	Yes
2375[04](01)018	[04]	Authorized	AMC	2375(1).18 - AMC - Qualification of Flight Simulator Training Devices	Qualified FSTDs with force cueing motion systems that are not intended to be mobile should be requalified if they are moved from one location to another.	Yes

2375[04](01)019	[04]	Authorized	AMC	2375(1).19 - AMC - Qualification of Flight Simulator Training Devices	Where an Aircrew Instructor is expected to manage the Instructor Operating Station (IOS), whilst simultaneously monitoring the trainee, an assessment of the IOS functionality should be made against any impact on the supervision and training risk.	Yes
2375[04](01)020	[04]	Authorized	AMC	2375(1).20 - AMC - Qualification of Flight Simulator Training Devices	Where a commercially contracted civilian Air System FSTD are intended to be used the SRO should produce a Qualification Statement based on the device's civilian Qualification Statement or Certification but supported by a T&E assessment of the devices suitability for military use. Whilst it may be the same type of Air System there may be significant material differences or intended use between the civilian FSTD and the In-Service Air System which should be quantified, assessed and recorded.	Yes
2375[04](01)021	[04]	Authorized	AMC	2375(1).21 - AMC - Qualification of Flight Simulator Training Devices	Where devices can be network linked, they should be assessed individually and linked. Where differences in performance or use exist, they should be included in the Qualification Statement.	Yes
2375[04](01)022	[04]	Authorized	AMC	2375(1).22 - AMC - Qualification of Flight Simulator Training Devices	The SRO should ensure that the FSTD Operator: a. Is contracted to progressively test the FSTD against the Master QTG over a rolling 12-month period. b. Can demonstrate they have a suitable management system to enable compliance with this RA.	Yes
2375[04](01)023	[04]	Authorized	AMC	2375(1).23 - AMC - Qualification of Flight Simulator Training Devices	The SRO should ensure that the Air System TAA and/or Commodity Delivery Team Leader manages the configuration between the FSTD and live Air System (quantifying any risk posed by differences) through the acquisition, development and maintenance of FSTD within their AoR.	Yes
2375[04](02)	[04]	Authorized	Regulation	2375(2) - Regulation - Approval of Flight Simulator Training Devices	The ADH and AM(MF) shall approve the use of the FSTD within their AoR.	Yes
2375[04](02)031	[04]	Authorized	AMC	2375(2).31 - AMC - Approval of Flight Simulator Training Devices	The ADH or AM(MF) should approve an FSTD for use based on the Qualification Statement specific to that device.	Yes
2375[04](02)032	[04]	Authorized	AMC	2375(2).32 - AMC - Approval of Flight Simulator Training Devices	FSTD should be approved on initial entry into service.	Yes
2375[04](02)033	[04]	Authorized	AMC	2375(2).33 - AMC - Approval of Flight Simulator Training Devices	FSTD approvals should be renewed and recorded at least annually, following an assessment of the Master QTG progressive testing conducted by the FSTD Operator. This assessment should be conducted by SQEP and the subjective assessment of the FSTD by SQEP Aircrew, both determined by the ADH or AM(MF).	Yes
2375[04](02)034	[04]	Authorized	AMC	2375(2).34 - AMC - Approval of Flight Simulator Training Devices	The FSTD approval should be renewed following any modification to the Qualification Statement, and an assessment by SQEP Aircrew, determined by the ADH or AM(MF).	Yes

2375[04](02)035	[04]	Authorized	AMC	2375(2).35 - AMC - Approval of Flight Simulator Training Devices	If at any time the performance of the device is suspected to have degraded, undermining the validity of the Qualification Statement, the FSTD Operator should conduct an assessment against the Master QTG in addition to referral to T&E Aircrew[8], subject to paragraphs 14-16, to evaluate the device using the Master QTG and the T&E report as a baseline. [8] Class A or B Test Pilot iaw RA 2370 – Test and Evaluation for handling qualities, pilot workload or Human Machine Interface (HMI) assessment and Evaluator Aircrew for other systems, including whole crew environment assessment and work station HMI. They should be assisted by an Aircrew Instructor who is deemed SQEP and current on type.	Yes
2375[04](02)036	[04]	Authorized	AMC	2375(2).36 - AMC - Approval of Flight Simulator Training Devices	The ADH or AM(MF) should assess the material differences between the FSTD and the 'as flown' Air System as part of the ASSC[4] and ensure that any differences are published and reflected in the training documentation. [4] Refer to RA 1205 - Air System Safety Cases.	Yes
2375[04](02)037	[04]	Authorized	AMC	2375(2).37 - AMC - Approval of Flight Simulator Training Devices	The ADH or AM(MF) should ensure that the FSTD Operator can demonstrate they have a suitable management system in place to demonstrate compliance with this RA as part of the annual approval process.	Yes
2375[04](03)	[04]	Authorized	Regulation	2375(3) - Regulation - Use of Flight Simulator Training Devices	The ADH and AM(MF) shall determine the extent that FSTD can be used as preparation for, or as a substitute for, live flying.	Yes
2375[04](03)043	[04]	Authorized	AMC	2375(3).43 - AMC - Use of Flight Simulator Training Devices	The ADH or AM(MF) should use the Qualification Statement to determine the suitability of an FSTD to conduct Qualifications, Ratings and type of training, including currency and competency requirements.	Yes
2375[04](03)044	[04]	Authorized	AMC	2375(3).44 - AMC - Use of Flight Simulator Training Devices	The ADH or AM(MF) should specify in orders and instructions the amount of synthetic flying time and the training objectives that should be conducted in an FSTD, the periodicity that applies and how the training is to be recorded.	Yes
2375[04](03)045	[04]	Authorized	AMC	2375(3).45 - AMC - Use of Flight Simulator Training Devices	Where a Training Service Provider has been contracted to provide an end to end training solution, this may include the requirements stipulated in para 43 and 44 but should be agreed by the ADH or AM(MF).	Yes
2375[04](03)046	[04]	Authorized	AMC	2375(3).46 - AMC - Use of Flight Simulator Training Devices	Currency and training hours flown in an FSTD should be recorded in the relevant section of the Aircrew logbook or record.	Yes
2375[04](03)047	[04]	Authorized	AMC	2375(3).47 - AMC - Use of Flight Simulator Training Devices	The ADH or AM(MF) should specify in orders and instructions when incidents during the use of an FSTD should be reported iaw RA 1410 [12]. [12] Refer to RA 1410 – Occurrence Reporting and Management.	Yes
2375[04](03)048	[04]	Authorized	AMC	2375(3).48 - AMC - Use of Flight Simulator Training Devices	Where FSTD substitute live flying training, currency and competency requirements, including CQT and instrument flying, due consideration to other RA concerning live flying should be applied, where deemed appropriate by the ADH or AM(MF).	Yes

2380[01]	[01]	Authorized	RA	2380 - RA (Initial Issue) - Performance Based Navigation Operations	Performance Based Navigation (PBN) is one of several enablers of an airspace concept that offers enhanced use of airspace and reduces reliance on legacy fixed navigation aid installations. It has been widely adopted by international military and civilian operators. Without appropriate oversight the use of PBN concepts, equipment and procedures could drive an increased Risk to Life (RtL) to all airspace users. This Regulatory Article (RA) requires that Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) have robust orders and procedures in place to enable PBN operations.	Yes
2380[01](01)	[01]	Authorized	Regulation	2380(1) - Regulation - Air System and Pilot Requirements	ADH and AM(MF) shall ensure PBN operations are only conducted by Air Systems within their Area of Responsibility (AoR) that are certified in accordance with (iaw) the relevant navigation specification and by pilots who are appropriately qualified.	Yes
2380[01](01)001	[01]	Authorized	AMC	2380(1).1 - AMC - Air System and Pilot Requirements	Where there is a requirement to conduct PBN operations, the navigation specification should be detailed in the Air System Release To Service (RTS) or Military Permit to Fly (MPTF) and operations to that specification approved by the ADH / AM(MF) iaw RA 1380[1]. [1] Refer to RA 1380 - Performance Based Navigation.	Yes
2380[01](01)002	[01]	Authorized	AMC	2380(1).2 - AMC - Air System and Pilot Requirements	Where pilots are required to undertake PBN operations they should only do after they have been granted PBN privileges as an endorsement to their instrument rating iaw RA 2120[2]. [2] Refer to RA 2120 - Pilots' Instrument Rating Scheme.	Yes
2380[01](01)003	[01]	Authorized	AMC	2380(1).3 - AMC - Air System and Pilot Requirements	For multi-crew Aircraft, all flight deck pilots should hold the same PBN endorsement, unless pilots are under training and / or are being supervised by an appropriately Qualified Aircrew Instructor.	Yes
2380[01](02)	[01]	Authorized	Regulation	2380(2) - Regulation - Performance Based Navigation Flight Procedures	ADH and AM(MF) shall publish orders that enable the safe conduct of PBN operations, where their Air Systems are so equipped.	Yes
2380[01](02)005	[01]	Authorized	AMC	2380(2).5 - AMC - Required Navigation Performance Authorization Required Approaches	UK military registered Air Systems should not conduct Required Navigation Performance (RNP) Authorization Required Approaches (AR APCH).	Yes
2380[01](02)006	[01]	Authorized	AMC	2380(2).6 - AMC - Required Navigation Performance 0.3 (Helicopters)	For RNP 0.3 (H) operations (outside of any final approach)[3], the appropriate approvals should be obtained iaw EU Regulation No 965/2012 Annex V (Part-SPA) Subpart B: PBN Operations. [3] Operation to a specification of 0.3 within the Final approach segment is implicit within any RNP APCH approval.	Yes

2380[01](02)007	[01]	Authorized	AMC	2380(2).7 - AMC - Area Navigation (RNAV) 10	Operating procedures and routes should take account of the RNAV 10 time limit declared for the inertial system, if applicable, considering also the effect of weather conditions that could affect flight duration in RNAV 10 airspace. Where an extension to the time limit is permitted, the crew should ensure adequate en-route radio navigation facilities are available before departure and should apply radio updates iaw any RTS or MPTF limitations.	Yes
2380[01](02)008	[01]	Authorized	AMC	2380(2).8 - AMC - Area Navigation (RNAV) 10	If extension of RNAV 10 inertial navigation time by position updating is approved, orders and instructions should include the requirement to calculate, using statistically-based typical wind scenarios for each planned route, points at which updates can be made and the points at which further updates will not be possible[4]. [4] Refer to ICAO Doc 9613 - Performance-based Navigation Manual Volume II, Part B, Chapter 1 - Implementing RNAV 10, para 1.3.9.6.	Yes
2380[01](02)009	[01]	Authorized	AMC	2380(2).9 - AMC - Electronic Database Management	For RNAV 1, RNAV 2, RNP 1, RNP 2, and RNP APCH, the crew should not insert or modify waypoints by manual entry into a procedure (departure, arrival or approach) that has been retrieved from the database.	Yes
2380[01](02)010	[01]	Authorized	AMC	2380(2).10 - AMC - Electronic Database Management	For RNP 4 operations, the crew should not modify waypoints that have been retrieved from the database.	Yes
2380[01](02)011	[01]	Authorized	AMC	2380(2).11 - AMC - Electronic Database Management	The lateral and vertical definition of the flight path between the Final Approach Fix (FAF) and the Missed Approach Point (MAPt) retrieved from the database should not be modified by the crew.	Yes
2380[01](02)012	[01]	Authorized	AMC	2380(2).12 - AMC - Preparation for Flight	The PBN database validity should be checked before flight and should be valid for the duration of the flight. An expired database should only be used if: a. The parts of the database which are intended to be used during the flight and any contingencies that are reasonable to expect are not changed in the current version; b. Maps and charts corresponding to those parts of the flight are current and have not been amended since the last cycle; and, c. The database has expired by no more than 28 days.	Yes
2380[01](02)013	[01]	Authorized	AMC	2380(2).13 - AMC - Preparation for Flight	The crew should ensure that RNAV 1, RNAV 2, RNP 1, RNP 2, and RNP APCH routes or procedures expected to be used for flight, including for any alternate aerodromes, are available from the navigation database and are not prohibited by Notice to Airmen (NOTAM).	Yes

2380[01](02)014	[01]	Authorized	AMC	2380(2).14 - AMC - Preparation for Flight	When PBN relies on Global Navigation Satellite Systems (GNSS) for which Receiver Autonomous Integrity Monitoring (RAIM) is required for integrity, its availability should be verified during pre-flight planning. If a continuous loss of fault detection of more than 5 min is predicted, planning should be revised to reflect the lack of full PBN capability for that period. Furthermore, the availability of RAIM (or equivalent monitoring system) at the destination should be verified as closely as possible before departure and not more than 24 hrs before take-off. It should be confirmed as available from 15 min before Estimated Time of Arrival (ETA) until 15 min after ETA.	Yes
2380[01](02)015	[01]	Authorized	AMC	2380(2).15 - AMC - Preparation for Flight	For RNP 4 operations with only GNSS sensors, a Fault Detection and Exclusion (FDE) check should be performed. If predictions indicate that the maximum allowable FDE outage of 25 min will be exceeded, the operation should be rescheduled to a time when FDE is available.	Yes
2380[01](02)016	[01]	Authorized	AMC	2380(2).16 - AMC - Preparation for Flight	Where an RNP APCH is expected to be flown in IMC, crews should ensure that an alternative instrument approach system is available at the destination or a suitable alternate aerodrome, which is not dependent on GNSS data and for which the weather is forecast to be suitable to enable a landing.	Yes
2380[01](02)017	[01]	Authorized	AMC	2380(2).17 - AMC - Flight Procedures	Pre-departure. a. ADH and AM(MF) should detail in orders the system settings required before flight. As a minimum they should detail: (1) Checks on database validity iaw para 12. (2) Checks on any appropriate Course Deviation Indicator (CDI) scaling, alarms, airspace and altitude buffers, map settings and orientation. (3) Verification of or changes to heading and track display. (4) Verification of or changes to map datum. Crews should have WGS84 set as the datum. (5) Verification of or changes to the units of measure of distance, speed, altitude, barometric pressure and position format. (6) Verification of or changes to the navigation displays. b. The active flight plan, if applicable, should be checked. c. The crew should check that the navigation aids critical to the operation of the intended PBN procedure are available.	Yes

2380[01](02)018	[01]	Authorized	AMC	2380(2).18 - AMC - Flight Procedures	Departure. a. Prior to commencing a take-off on a PBN procedure, the crew should check that the indicated Aircraft position is consistent with the actual Aircraft position at the start of the take-off roll (fixed wing) or lift-off (helicopters). b. Where GNSS is used, the signal should be acquired before the take-off roll (fixed wing) or lift-off (helicopters) commences. c. Unless automatic updating of the actual departure point is provided, the crew should ensure initialisation on the runway or Final Approach and Take-off (FATO) by means of a manual runway threshold or intersection update, as applicable. This is to preclude any inappropriate or inadvertent position shift after take-off.	Yes
2380[01](02)019	[01]	Authorized	AMC	2380(2).19 - AMC - Flight Procedures	En route, arrival and approach. a. When navigating under IFR, user defined waypoints should be used only for en route navigation above safety altitude. b. For RNAV 1, RNP 1 and RN APCH operations, the pilot should use a lateral deviation indicator, and where available, flight director and / or autopilot in lateral navigation mode. c. The appropriate displays should be selected so that the following information can be monitored: (1) The waypoint identifier to which navigation is being given; (2) The GPS computed desired path (DTK); (3) Aircraft position relative to the lateral path (cross-track deviation) for FTE monitoring; (4) Aircraft position relative to the vertical path (for a 3-Dimensional (3D)[5] operation); (5) Groundspeed; (6) Distance to next waypoint; and(7) Absence of RAIM or Loss of Integrity (LOI) alert. d. The pilot of an Aircraft with a lateral deviation indicator (eg CDI) should ensure that lateral deviation indicator scaling (full-scale deflection) is suitable for the navigation accuracy associated with the various segments of the procedure. e. The pilot should maintain procedure centrelines unless authorized to deviate by Air Traffic Control (ATC) or demanded by emergency conditions. f. Cross-track error / deviation (the difference between the area-	Yes

2401[06]	[06]	Authorized	RA Rationale	Documents and Records	Documents pertaining to the operation of Air Systems and associated systems form a fundamental part of the Air System Safety Case. ►Without accurate documentation, personnel who operate military Aircraft and supervise military flying will not have access to essential information and Air Safety will be compromised. Accurate records are to be made and maintained to allow analysis and exploitation of data for the effective management of personnel and equipment in the Defence Air Environment (DAE).◄	Yes
2401[06](01)	[06]	Authorized	Regulation	Air System Document Set	2401(1) All Aircrew shall be familiar with the elements of the Air System Document Set (ADS)►[1]◄ relevant to operation of the Air System.	Yes
2401[06](01)001	[06]	Authorized	AMC	Air System Document Set	1. Aircrew should be fully conversant with the following documents ►(where applicable)◄: a. ►The relevant flight release and limitations document[2] for the appropriate DAE Operating Categories[3].◄ b. Aircrew Manuals / Pilot Notes. c. Flight Reference Cards. d. Operating Data Manuals. Note: The limitations contained in the relevant flight release and limitations documents[2] at (a) above have primacy over (b), (c) and (d).	Yes
2401[06](01)002	[06]	Authorized	AMC	Air System Document Set	2. ►◄	No
2401[06](01)003	[06]	Authorized	AMC	Air System Document Set	3. ►◄	No
2401[06](01)004	[06]	Authorized	AMC	Air System Document Set	4. ►The ADS should be maintained in accordance with (iaw) RA 5406[4], and any deficiencies, omissions or inaccuracies reported. Subsequent amendments should be reviewed and Authorized.◄	Yes
2401[06](02)006	[06]	Authorized	Regulation	Use and Carriage of Documents in the ►Aircraft / Remote Pilot Station◄	2401(2) ►Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) shall ensure appropriate flight reference documentation is carried in all UK Military Aircraft / Remote Pilot Station within their Area of Responsibility (AoR), and that all appropriate operating checks and procedures are completed.◄	Yes
2401[06](02)007	[06]	Authorized	AMC	Use and Carriage of Documents in the ►Aircraft / Remote Pilot Station◄	6. ►All operating checks and procedures should be completed iaw extant versions of the Aircrew Manual / Pilot Notes and associated Flight Reference Cards.	Yes
2401[06](02)008	[06]	Authorized	AMC	Use and Carriage of Documents in the ►Aircraft / Remote Pilot Station◄	7. ADH or AM(MF) should detail the minimum flight reference documentation to be carried in Aircraft / Remote Pilot Stations within their AoR.◄	Yes
2401[06](03)	[06]	Authorized	Regulation	Flying Logbooks and Recording of Flying Times	2401(3) Accurate and detailed records of flying times shall be maintained by ►operating Aircrew or other personnel◄ as directed by ADH and AM(MF) orders.	Yes
2401[06](03)009	[06]	Authorized	AMC	Flying Logbooks and Recording of Flying Times	9. ►Continuous flying records should be maintained by all Aircrew or other personnel directed to do so during their time in Service or during their employment with a Defence Contractor Flying Organization (DCFO). Flying records (both current and any previously held) should be available for inspection on demand eg by a Coroner's Inquest or Service Inquiry.◄	Yes

2401[06](03)010	[06]	Authorized	AMC	Flying Logbooks and Recording of Flying Times	10. Aircrew serving in non-Aircrew posts, who are permitted to ►operate Aircraft◄ when facilities are available, should also maintain Flying Logbooks. When ►Aircrew◄ assume new appointments, they should take their Flying Logbooks with them.	Yes
2401[06](03)011	[06]	Authorized	AMC	Flying Logbooks and Recording of Flying Times	11. Flying carried out by personnel not connected with the actual operation of the ►Aircraft◄ should be regarded as passenger flying and should not be recorded in Flying Logbooks.	Yes
2401[06](03)012	[06]	Authorized	AMC	Flying Logbooks and Recording of Flying Times	12. Flying Logbooks should be completed iaw promulgated instructions and ►with reference to◄ the Guidance Material below, which should be amplified by ADH or AM(MF) orders when deemed necessary.	Yes
2401[06](03)013	[06]	Authorized	AMC	Flying Logbooks and Recording of Flying Times	13. ►Flying Logbooks should not be carried in the Aircraft in which the individual concerned is Authorized to fly as a crewmember unless the ADH or AM(MF) specifically details in their orders the circumstances and mitigations when this is necessary.◄	Yes
2401[06](03)014	[06]	Authorized	AMC	Flying Logbooks and Recording of Flying Times	14. Calculation of Flying Times. The period of flight for which flying hours are to be recorded should be specified by platform type in ADH or AM(MF) orders.	Yes
2401[06](04)	[06]	Authorized	Regulation	Aviation Duty Holder / Accountable Manager (Military Flying) ►Flying◄ Orders	2401(4) ADH and AM(MF) shall issue Flying Orders.	Yes
2401[06](04)034	[06]	Authorized	AMC	Aviation Duty Holder / Accountable Manager (Military Flying) ►Flying◄ Orders	34. ADH or AM(MF) ►flying◄ orders should detail specific activity required to enable compliance with the MRP, and any further orders and instructions deemed necessary by the ADH or AM(MF).	Yes
2401[06](04)035	[06]	Authorized	AMC	Aviation Duty Holder / Accountable Manager (Military Flying) ►Flying◄ Orders	35. An auditable record of ADH or AM(MF) ►flying◄ orders should be maintained including details of any provenance for change.	Yes
2401[06](05)	[06]	Authorized	Regulation	Authorization Record	2401(5) ADH and AM(MF) shall ensure that accurate and detailed records of flight authorizations are maintained.	Yes
2401[06](05)037	[06]	Authorized	AMC	Authorization Record	37. Squadron or independent Flight Commanders, or Flight Operations postholders[5] (DCFO) should ensure that authorization records are checked for content, accuracy and are certified as correct.	Yes
2401[06](05)038	[06]	Authorized	AMC	Authorization Record	38. Completed authorization records should be retained by the unit for 12 months and ►the◄ ADH or AM(MF) should establish procedures for the continued retention and storage of these records, iaw the guidance contained in JSP441[6].	Yes
2401[06](06)	[06]	Authorized	Regulation	Meteorological Records	2401(6) All relevant meteorological data shall be archived to assist in post incident investigation.	Yes
2401[06](06)040	[06]	Authorized	AMC	Meteorological Records	40. ADH and AM(MF) should detail in orders requirements for the retention and disposal of meteorological records ►◄.	Yes
2401[06](06)041	[06]	Authorized	AMC	Meteorological Records	41. Unit Meteorological Offices should retain records iaw instructions issued by the UK Meteorological Office.	Yes
2401[06](07)	[06]	Authorized	Regulation	Training Records	2401(7) ADH and AM(MF) shall maintain training records for all Aircrew.	Yes

2401[06](07)043	[06]	Authorized	AMC	Training Records	43. Training records should be maintained by the supervisory chain that record all relevant training currencies and qualifications as required by the MRP 2000 series Regulatory Articles. An auditable record, normally referred to as the 'training folder', should be kept at least for the period of the current Aircrew flying appointment and where appropriate, retained for the subsequent appointments.	Yes
2501[04]	[04]	Authorized	RA	2501 - RA (Issue 4) - Contractor Flying Approved Organization Scheme	Approved Defence Contractor Flying Organizations (DCFO) operate UK military registered Air Systems under civilian Aircraft Operating Authorities (AOA). Without appropriate regulatory oversight Aircrew, groundcrew and third parties could be exposed to unnecessary risk. This Regulatory Article (RA) details the requirements for the Contractor Flying Approved Organization Scheme (CFAOS)[1] which in turn ensures such organizations comply with the MAA Regulatory Publications (MRP) and are subjected to oversight. [1] The CFAOS is the assurance mechanism underpinning the competence of DCFO that operate Air Systems on the UK Military Aircraft Register. DCFOs operating under the CFAOS are referred to as CFAOS organizations.	Yes
2501[04](01)	[04]	Authorized	Regulation	2501(1) - Regulation - Contractor Flying Approved Organization Scheme Application and Approval	To fly or operate UK military Air Systems under a civilian AOA[2], DCFOs shall be approved under the CFAOS[3]. [2] Refer to RA 1160 – The Defence Air Environment Operating Framework, RA 1162 – Air Safety Governance for Civilian Operated (Development) and (In-Service) Air Systems and RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. [3] For Open Category and Specific S1 Remotely Piloted Air System (RPAS) sub-categories, this RA does not apply. Refer to RA 1031 – Contractor Flying Approved Organization Scheme (Basic Remotely Piloted Air Systems).	Yes
2501[04](01)001	[04]	Authorized	AMC	2501(1).1 - AMC - Contractor Flying Approved Organization Scheme Application and Approval	Civilian Operated (Development), Civilian Operated (In-Service) and Special Case Flying UK military registered Air Systems should be operated under a civilian AOA[2] approved by the MAA under the CFAOS. [2] Refer to RA 1160 – The Defence Air Environment Operating Framework, RA 1162 – Air Safety Governance for Civilian Operated (Development) and (In-Service) Air Systems and RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems.	Yes
2501[04](01)002	[04]	Authorized	AMC	2501(1).2 - AMC - Contractor Flying Approved Organization Scheme Application and Approval	Civilian AOAs / DCFOs should satisfy the MAA that it is in the UK MOD and / or National interest to include the rganization in the CFAOS.	Yes

2501[04](01)003	[04]	Authorized	AMC	2501(1).3 - AMC - Contractor Flying Approved Organization Scheme Application and Approval	Applications for CFAOS Approval should be: a. Made using MAA Form 2 (CFAOS), hosted on the MAA's websites. b. Supported by an appropriate endorsement of MOD / National interest. c. Supported by a Contractor Flying Organization Exposition (CFOE)[4]. [4] Refer to RA 2501(3): Contractor Flying Organization Exposition.	Yes
2501[04](01)004	[04]	Authorized	AMC	2501(1).4 - AMC - Contractor Flying Approved Organization Scheme Application and Approval	Applicants should demonstrate to the MAA that Air Systems are to be operated in accordance with the limitations as articulated in one of the following: a. Military Permit to Fly[5],[6]. b. Release To Service[7]. [5] Refer to RA 5880 – Military Permit To Fly (Development) (MRP Part 21 Subpart P). [6] Refer to RA 1305 – Military Permit To Fly (In-Service), (Special Case Flying) and (Single Task). [7] Refer to RA 1300 – Release To Service.	Yes
2501[04](01)005	[04]	Authorized	AMC	2501(1).5 - AMC - Contractor Flying Approved Organization Scheme Application and Approval	A CFAOS Approval should be issued for an unlimited duration and remain valid subject to: a. The CFAOS organization remaining in compliance with the MRP. B. The MAA being granted access to the CFAOS organization to determine continued compliance with the MRP. C. The Approval Certificate not being surrendered, suspended or revoked. D. Continued endorsement of MOD / National interest.	Yes
2501[04](01)006	[04]	Authorized	AMC	2501(1).6 - AMC - Contractor Flying Approved Organization Scheme Application and Approval	Revoked or surrendered CFAOS Approval Certificates should be returned to the MAA.	Yes
2501[04](02)	[04]	Authorized	Regulation	2501(2) - Regulation - Contractor Flying Approved Organization Scheme Approval Changes	Changes to CFAOS Approvals shall be endorsed by the MAA[3]. [3] For Open Category and Specific S1 Remotely Piloted Air System (RPAS) sub-categories, this RA does not apply. Refer to RA 1031 – Contractor Flying Approved Organization Scheme (Basic Remotely Piloted Air Systems).	Yes

2501[04](02)019	[04]	Authorized	AMC	2501(2).19 - AMC - Contractor Flying Approved Organization Scheme Approval Changes	CFAOS organizations should: a. Consult with the MAA on any issue that might affect their CFAOS Approval. b. Notify the MAA of any change: (1) Affecting or likely to affect: (a) The scope of its CFAOS Approval Certificate or Schedule. (b) Any elements of its management system. (2) To key CFAOS personnel. c. Submit a formal application for an uplift[11] to its CFAOS scope at the earliest opportunity. The MAA CFAOS Branch should be consulted where doubt exists as to whether a scope change is an uplift or otherwise. d. Submit a formal notification of any reduction[12] to its CFAOS scope at the earliest opportunity. The MAA CFAOS Branch should be consulted where doubt exists as to whether a scope change is a reduction or otherwise. e. Ensure formal applications and notifications are supported by: (1) Documentation[13] detailing the proposed changes. (2) An updated[14] CFOE and / or Operations Manual. f. Only implement changes to its CFAOS Approval upon receipt of formal MAA approval. [11] Such as: addition of Air System type / change of Mark, change in Defence Air Environment (DAE) operating Category / Categories, or the addition of further aviation activities. [12] Such as removal of Air System type. [13] For uplift the documentation required needs to be analogous to that required to support an initial application for that activity.	Yes
2501[04](03)	[04]	Authorized	Regulation	2501(3) - Regulation - Contractor Flying Organization Exposition	CFAOS organizations shall submit a CFOE to the MAA[3]. [3] For Open Category and Specific S1 Remotely Piloted Air System (RPAS) sub-categories, this RA does not apply. Refer to RA 1031 – Contractor Flying Approved Organization Scheme (Basic Remotely Piloted Air Systems).	Yes
2501[04](03)023	[04]	Authorized	AMC	2501(3).23 - AMC - Contractor Flying Organization Exposition	CFAOS organizations should ensure: a. Their CFOE is current and up-to-date. B. The MAA is provided with an electronic copy of the current and AM(MF) endorsed CFOE.	Yes

2501[04](03)024	[04]	Authorized	AMC	2501(3).24 - AMC - Contractor Flying Organization Exposition	The CFOE should: a. Cover the following subject headings: (1) Management. (2) Safety Management. (3) Quality Management. (4) Procedures. (5) Personnel and Training. (6) Security Management. b. As a minimum contain the following: (1) The name of the AM(MF). (2) A statement signed by the AM(MF) [17] confirming that the CFOE and any referenced documents define the CFAOS organization's compliance with the MRP, and is to be complied with at all times. (3) The official name and business name, address and mailing address of the applicant. (4) The scope of the CFAOS organization including: the DAE Operating Category / Categories[2], Air System types and marks; T&E categories[15]; RPAS categories[16]; other aviation activities; and, details of routine operating bases and requirements to undertake temporary detached operations. (5) A description of the CFAOS organization scale including: numbers of aircrew, supernumerary crew and other personnel associated with the task; numbers of Air Systems; and expected flying rate. (6) A statement of the operating environments expected to be included in the task, such as: embarked; night-vision / electro-optical; formation; unprepared strips; low level; ordnance, munitions and explosives. (7) A statement of which MRP RAs are deemed applicable and the method of compliance.	Yes
2501[04](04)	[04]	Authorized	Regulation	2501(4) - Regulation - Contractor Flying Approved Organization Scheme MAA Regulatory Publications Applicability	An organization subject to the CFAOS shall comply with the MRP[3]. [3] For Open Category and Specific S1 Remotely Piloted Air System (RPAS) sub-categories, this RA does not apply. Refer to RA 1031 – Contractor Flying Approved Organization Scheme (Basic Remotely Piloted Air Systems).	Yes
2501[04](04)027	[04]	Authorized	AMC	2501(4).27 - AMC - Contractor Flying Approved Organization Scheme MAA Regulatory Publications Applicability	CFAOS organizations should comply with the latest issues of all applicable RAs.	Yes
2501[04](05)	[04]	Authorized	Regulation	2501(5) - Regulation - Contracted Activities	The CFAOS Organization shall ensure that, when contracting or purchasing any part of its activity, the contracted or purchased service or product conforms to MRP requirements[3]. [3] For Open Category and Specific S1 Remotely Piloted Air System (RPAS) sub-categories, this RA does not apply. Refer to RA 1031 – Contractor Flying Approved Organization Scheme (Basic Remotely Piloted Air Systems).	Yes

2501[04](05)030	[04]	Authorized	AMC	2501(5).30 - AMC - Contracted Activities	When a CFAOS organization contracts any part of its activity to another organization that does not hold a CFAOS Approval with an appropriate scope, the contracted organization should work under the CFAOS Approval of the contracting CFAOS organization.	Yes

Requirement Unique ID	Issue No.	Release Status	Item Type	Title	Rationale/Text	RWCSAT Applicable Yes/No
4009[03](01)	[03]	Authorized	Regulation	4009(1) - Regulation - Aviation Engineering Orders and ►Local◄ Procedures	4009(1) ►The Chief Air Engineer (CAE) [1], [2] and / or◄ the Military Continuing Airworthiness Manager (Mil CAM)[3] shall ensure that local engineering instructions are promulgated in aviation engineering orders and / or ►local◄ procedures. ►Sponsorship of each aviation engineering order and / or local procedure shall be clearly documented.◄ [1] ►Refer to RA 1023 – Chief Air Engineers – Air Safety Responsibilities. [2] Accountable Manager (Maintenance) (AM(M)) for civil organizations.◄ [3] Refer to RA 1011 – Military Continuing Airworthiness Manager Responsibilities.	Yes
4009[03](01)001	[03]	Authorized	AMC	4009(1).1 - AMC - Aviation Engineering Orders and ►Local◄ Procedures - Common AMC	1. The ►aviation engineering◄ orders and / or ►local◄ procedures should contain engineering instructions that will take account of any local conditions[4] and provide clarification of any local variations, that will affect the implementation of higher level orders and / or procedures. [4] Such as the operation of hangar doors.	Yes
4009[03](01)002	[03]	Authorized	AMC	4009(1).2 - AMC - Aviation Engineering Orders and ►Local◄ Procedures - Common AMC	2. ►Where Stations / units have Air Systems operated by multiple Mil CAMs[3] , or a Mil CAM[3] has Air Systems operating from multiple Stations / units, then the relevant aviation engineering orders and / or local procedures should be agreed by all parties and sponsorship clearly defined.◄	Yes
4009[03](01)003	[03]	Authorized	AMC	4009(1).3 - AMC - Aviation Engineering Orders and ►Local◄ Procedures - Common AMC	3. The ►aviation engineering◄ orders and / or ►local◄ procedures should not countermand higher level orders and / or local procedures and should not be more permissive[5]. [5] Refer to MAA01: MAA Regulatory ►Principles◄ - Chap 4, Para 4.	Yes
4009[03](01)004	[03]	Authorized	AMC	4009(1).4 - AMC - Aviation Engineering Orders and ►Local◄ Procedures - Additional AMC – Military Maintenance Organizations (MMOs) only	4. ►Aviation engineering orders define the manner and / or timing of MMO Maintenance activities on Air Systems or equipment in a specified location. Aviation engineering orders◄ should be structured ►in an appropriate manner (for example◄ as Aviation Engineering Standing Orders (AESO) and Aviation Engineering Routine Orders (AERO)).	No
4009[03](01)005	[03]	Authorized	AMC	4009(1).5 - AMC - Aviation Engineering Orders and ►Local◄ Procedures - Additional AMC – Approved Maintenance Organizations (AMOs) only	5. ►Local procedures define the manner and / or timing of AMO Maintenance activities on Air Systems or equipment in a specified location.◄ Local procedures should be promulgated in the Maintenance Organization Exposition (MOE).	Yes
4009[03](01)006	[03]	Authorized	AMC	4009(1).6 - AMC - Aviation Engineering Orders and ►Local◄ Procedures - Additional AMC – Approved Maintenance Organizations (AMOs) only	6. ►AMOs should abide by location based aviation engineering orders and / or local procedures where applicable, and as agreed by the sponsor of the aviation engineering orders and / or local procedures. This should be documented within the MOE[6].◄ [6] ►Refer to RA 4816(1): Content of an Maintenance Organization Exposition (MRP 145.A.70(a)).◄	Yes
4051[03](01)	[03]	Authorized	Regulation	4051(1) - Regulation - Airborne Checks	4051(1) The Military Continuing Airworthiness Manager (Mil CAM)[3] shall ensure that ► aviation engineering◄ orders and / or ►local◄ procedures►[4]◄ are promulgated to control the use of Airborne Checks►[5]◄. [3] Refer to RA 1011 – Military Continuing Airworthiness Manager Responsibilities. [4] ►Refer to RA 4009 – Aviation Engineering Orders and Local Procedures. [5] Not applicable to Air Systems operating under RA 1165 – UK Civil Aviation Authority Oversight of UK Military Registered Air Systems Arrangements.◄	No

4051[03](01)001	[03]	Authorized	AMC	4051(1).1 - AMC - Airborne Checks	1. The ►aviation engineering◄ orders and ►/ or local◄ procedures►[4]◄ should include, as a minimum: a. The process to assess the Competence[6] of those personnel who will be required to specify Airborne Checks and to authorize[7] them to do so. b. Instructions for assessing whether it is appropriate to conduct an Airborne Check, supported by guidance on factors to be taken into account, especially those that affect RtL►[2]◄. c. Instructions for specifying the extent of an Airborne Check. d. The requirement to agree the scope of the checks with the Authorizing Officer[8] . e. Instructions for recording[9] the extent and outcome of an Airborne Check. f. Arrangements for releasing the Air System for flight[10] g. The requirement for an Airborne Check to remain within the limits[11] stated in the Release To Service or Military Permit to Fly[12]. h. The conditions that will prevent an Air System from being released on Continuous Charge Operations[13] if correct system function cannot be positively confirmed during an Airborne Check. [7] Refer to RA 1006 – Delegation of Engineering Authorizations. [8] Refer to RA 2306 – Authorization of Flights. [9] Refer to RA 4813(1): Recording and Retention of Maintenance Work (MRP 145.A.55(a)). [10] Refer to RA 4961 – Aircraft Maintenance Programme ►and Military Continuing Airworthiness Management Organization Responsibilities for Air System Release◄ - MRP Part M Sub Part C. [11] ►Refer to RA 2309(1): Aircraft Limitations.◄ [12] Refer to RA 2401(1): Air System Document Set. [13] Refer to RA 2210(2): Continuous Charge Operations.	No
4053[04](01)	[04]	Authorized	Regulation	4053(1) - Regulation - Air System Selection and Preparation	4053(1) The Military Continuing Airworthiness Manager (Mil CAM)[4] shall ensure that ►aviation engineering◄ orders and ►/ or local◄ procedures►[3]◄ are promulgated to identify the Continuing Airworthiness actions required when providing an Air System for a Royal Flight or a flight for a nominated VIP. [4] Refer to RA 1011 – Military Continuing Airworthiness Manager Responsibilities	Yes
4053[04](01)001	[04]	Authorized	AMC	4053(1).1 - AMC - Air System Selection and Preparation	1. The ►aviation engineering◄ orders and ►/ or local◄ procedures►[3]◄ for Royal Flights and flights for nominated VIPs should include as a minimum: a. Instructions for the selection and preparation of an Air System, including the action to be taken if there is insufficient time to complete these instructions. b. Identification of the person(s) authorized to select the specific Air System to be used. c. Identification of the person(s) responsible for ensuring that the necessary preparation procedures are carried out. d. Details of any restriction on the ability of engineering personnel to make decisions with Airworthiness implications during the tasking period.	Yes
4054[03](01)	[03]	Authorized	Regulation	4054(1) - Regulation - Ground Handling Operations	4054(1) ►The CAE[1] and / or the AM(M)[2]◄ shall ensure that ►aviation engineering◄ orders and / or ►local◄ procedures►[3]◄ are issued to strictly control the ground handling of Aircraft►[4]◄. [4] Sponsorship of each aviation engineering order and / or local procedure is to be clearly documented iaw RA 4009(1): Aviation Engineering Orders and Local Procedures.◄	Yes
4054[03](01)001	[03]	Authorized	AMC	4054(1).1 - AMC - Ground Handling Operations	1. Ground handling operations should be carried out in accordance with (iaw) Technical Information[5] . However, specific orders are required to cater for local variations or conditions, that require controls, to ensure safe ground handling operations. Local ►aviation engineering◄ orders and / or ►local◄ procedures►[3]◄ should be promulgated by Approved Maintenance Organizations in the Maintenance Organization Exposition[6] and by Military Maintenance Organizations in Aviation Engineering Standing Orders ►or equivalent.◄ As a minimum, they should include: a. Ground handling team composition and individual responsibilities. b. The required training, Competences and Authorizations[7] for all team members. c. Communication methods between the team and with local operational Controllers if required. d. Precautions to be taken in adverse weather conditions. e. Additional precautions to be taken when moving an Aircraft with an Unserviceable brake system. f. Occasions when distinctive / fluorescent garments do not have to be worn, due to operations or exercises. g. ►◄ [5] Refer to RA 4810 – Technical Information (MRP 145.A.45). [6] Refer to RA 4816(1): Content of an Maintenance Organization Exposition (MRP 145.A.70(a)). [7] Refer to RA 4806(5): Personnel Competences and Authorization (MRP 145.A.30(e)).	Yes

4061[04](01)	[04]	Authorized	Regulation	4061(1) - Regulation - Investigation of Air Systems Displaying Abnormal Flying Characteristics	4061(1) The Military Continuing Airworthiness Manager (Mil CAM)[5] shall ensure that ►aviation engineering◄ orders and / or ►local◄ procedures►[4]◄ are promulgated to ensure the prompt and effective investigation into, and resolution of, Occurrences of abnormal flying characteristics►[6]◄. [5] Refer to RA 1011 – Military Continuing Airworthiness Manager Responsibilities. [6] ►Not applicable to Air Systems operating under RA 1165 – UK Civil Aviation Authority Oversight of UK Military Registered Air Systems Arrangements.◄	No
4061[04](01)(001)	[04]	Authorized	AMC	4061(1).1 - AMC- Investigation of Air Systems Displaying Abnormal Flying Characteristics	1. The ►aviation engineering◄ orders and ►/ or local◄ procedures►[4]◄ should specify, as a minimum: a. Initial actions to be taken if an Air System displays abnormal flying characteristics, including: (1) Any changes to immediate post-flight shut down and Maintenance procedures. (2) Requirements for the notification of appropriate personnel and / or organizations, including: (a) The Military Continuing Airworthiness Management Organization (Mil CAMO)[7] . (3) Occurrence reporting[8] requirements. (4) Other reporting requirements. b. The formal investigation process to be followed, including how the key decisions are to be recorded. c. The requirement to appoint a person with specific responsibility for leading the investigation. d. Any changes to the arrangements for the Certification of Air System Release[9]. e. Arrangements for releasing the Air System for flight[10] when this is done as part of the investigation. f. Criteria for determining that the investigation is complete. g. The Competence[11] requirements of those individuals that will be authorized[12] to: (1) Lead the investigation. (2) Release an Air System for flight as part of the investigation. (3) Determine that the investigation is complete. [7] Refer to RA 4947 – Continuing Airworthiness Management – MRP Part M Sub Part G. [8] Refer to RA 1410 – Occurrence Reporting and Management [9] Refer to RA 4812 – Certification of Air System Release and Component Release (MRP 145.A.50). [10] Refer to RA 4961 – Aircraft Maintenance Programme – MRP Part M Sub Part C. [11] Refer to RA 1002 – Airworthiness Competent Persons. [12] Refer to RA 1006 – Delegation of Engineering Authorizations.	No
4061[04](02)	[04]	Authorized	Regulation	4061(2) - Regulation - Rogue Aircraft	4061(2) The Mil CAM shall ensure that ►aviation engineering◄ orders and ►/ or local◄ procedures►[4]◄ are promulgated to ensure the correct management of rogue Aircraft[16],►[6]◄. [16] A Rogue Aircraft is one that continues to display abnormal flying characteristics, despite a thorough investigation and every reasonable course of action having been taken to rectify the Fault.	No
4061[04](02)007	[04]	Authorized	AMC	4061(2).7 - AMC - Rogue Aircraft	7. The ►aviation engineering◄ orders and ►/ or local◄ procedures►[4]◄ should specify, as a minimum: a. The specific platform type criteria for determining that an Aircraft is rogue. b. Who is authorized[9] to designate an Aircraft as rogue. c. The reporting requirements if an Aircraft is designated as rogue. d. Who is responsible for the management of rogue Aircraft. e. Any additional measures to be applied to rogue Aircraft.	No
4103[03](01)	[03]	Authorized	Regulation	4103(1) - Regulation - Removal of Body Fluids.	4103(1) The Military Continuing Airworthiness Manager (Mil CAM)[3] shall ensure that ►aviation engineering◄ orders and / or ►local◄ procedures►[2]◄ are promulgated to achieve the timely, safe and effective removal of body fluid contamination from Aircraft within their Area of Responsibility.	Yes
4103[03](01)(001)	[03]	Authorized	AMC	4103(1).1 - AMC - Removal of Body Fluids.	1. The ►aviation engineering◄ orders and ►/ or local◄ procedures►[2]◄ should, as a minimum: a. State the actions to be taken on discovering that an Aircraft is contaminated with body fluids[1] , including: (1) Nomination of an authorized[4] person to take control of the decontamination operation in accordance with (iaw) the published ►aviation engineering◄ orders and ►/ or local◄ procedures►[2]◄. (2) Assessment of the contamination and of the resources required, including medical expertise, to be able to safely decontaminate the Aircraft. (3) Control of the contamination iaw Technical Information[5] (TI), applicable Defence Policy[6] and, where appropriate, medical advice. b. Define the ►process◄ for deferring full decontamination, including consultation, notification and Authorization[4] requirements. c. Identify those personnel who are authorized[4] to determine when sufficient decontamination has been carried out and to certify that no further decontamination is required.	Yes
4213[03](01)	[03]	Authorized	Regulation	4213(1) - Regulation - Control of Air System Components used in Ground Test Facilities	4213(1) The ►AM(M)[1] and / or the◄ Mil CAM[2] shall ensure that ►aviation engineering◄ orders and / or ►local◄ procedures►[3]◄ are promulgated to control Air System components utilized within ground test facilities ►on Government Property[4] .◄ [4] Sponsorship of each aviation engineering order and / or local procedure is to be clearly documented in accordance with RA 4009(1): Aviation Engineering Orders and Local Procedures.◄	Yes

4213[03](01)(001)	[03]	Authorized	AMC	4213(1).1 - AMC - Control of Air System Components used in Ground Test Facilities	1. Where ground test facilities are used, the ►AM(M) [1] and / or the◄ Mil CAM►[2]◄ should ensure that ►aviation engineering◄ orders and / or ►local◄ procedures►[3]◄ are in place controlling the use of Air System components within ground test facilities, which include as a minimum: a. How to identify components[5] used in ground test facilities. b. The requirements for the segregation of components that have been modified for use in the ground test facilities, to prevent the uncontrolled release of components to an Air System or into the supply chain. c. The requirements for detailing the component's status. d. A process to ensure that Air System components are not used in, or modified for use in, ground test facilities without the Authorization of the relevant Type Airworthiness Authority. e. ►A process to detail the Maintenance and / or de-modification procedures and any serviceability requirements, including removal of any additional marking[6] , which should be carried out before the component can subsequently be certified for release[7] and be fitted to an Air System[8] ◄ [5] Ground test facility components may be classified as: specifically manufactured for the ground test facility; permanently modified; temporarily modified or unmodified. [6] Such as 'Ground Use Only'. [7] ►Refer to RA 4812(4): Certification of Component Release and Cannibalization (MRP 145.A.50(d)). [8] Refer to RA 4809(2): Suitability of Components (MRP 145.A.42(b)).◄	Yes
4253[03](01)	[03]	Authorized	Regulation	4253(1) - Regulation - Loose Article Recovery	4253(1) The Military Continuing Airworthiness Manager (Mil CAM)[2] shall ensure that ►aviation engineering◄ orders and / or ►local◄ procedures►[1]◄ are promulgated for the recovery of loose articles. [2] Refer to RA 1011 – Military Continuing Airworthiness Manager Responsibilities.	Yes
4253[03](01)(001)	[03]	Authorized	AMC	4253(1).1 - AMC - Loose Article Recovery	1. The Mil CAM►[2]◄ should ensure that ►aviation engineering◄ orders and / or ►local◄ procedures►[1]◄ for the recovery of loose articles include reference to the process at Annex A and the following requirements: a. Guidance on the appropriate scope and conduct of search activity to maximize the probability of recovering a loose article. b. The requirements for consultation with the Military Continuing Airworthiness Management Organization (Mil CAMO) including when the extent of searches may Cause further detriment to Airworthiness. c. The requirement to manage confirmed or suspected loose articles as Faults[3] and record them in the Technical Log[4] . d. The requirement to notify other people and organizations, as applicable, who might be affected[5] . e. The requirements for a mandatory search after a loose article airborne check[6] , where utilized, before Certification of Air System Release. [3] Refer to RA 4812(3): New Faults (MRP 145.A.50(c)). [4] Refer to RA 4813 – Maintenance Records (MRP 145.A.55). [5] Refer to RA 1410 – Occurrence Reporting and Management. [6] Refer to RA 4051 – Airborne Checks.	Yes
4253[03](02)	[03]	Authorized	Regulation	4253(2) - Regulation - Certification of Air System Release Following Unsuccessful Loose Article Search	4253(2) The Mil CAM[2] shall ensure that ►aviation engineering◄ orders and / or ►local◄ procedures►[1]◄ are promulgated to manage the Certification of Air System Release[9] after unsuccessful loose article searches. [9] Refer to RA 4812(1): Certification of Air System Release (MRP 145.A.50(a)).	Yes
4253[03](02)(006)	[03]	Authorized	AMC	4253(2).6 - AMC - Certification of Air System Release Following Unsuccessful Loose Article Search	6. The Mil CAM►[2]◄ should ensure that ►aviation engineering◄ orders and / or ►local◄ procedures►[1]◄ include: a. Requirements[10] for personnel authorized to Certify the Air System Release following an unsuccessful loose article search. b. Requirement for, and the method of, Mil CAMO notification[11] where searches are unsuccessful. c. The process by which personnel certifying the Air System Release for Flight[12] following an unsuccessful loose article search are assessed as Competent[7]. [10] Refer to RA 4812(5): Deferred and Incomplete Maintenance (MRP 145.A.50(e)). [11] Refer to RA 4947 – Continuing Airworthiness Management - MRP Part M Sub Part G. [12] Refer to RA 4961(1): Aircraft Maintenance Programme.	Yes

4510[03](01)	[03]	Authorized	Regulation	4510(1) - Regulation - Ground Running Aero-Engines and Auxiliary Power Units	4510(1) ►The Chief Air Engineer (CAE)[3] and / or◄ the Military Continuing Airworthiness Manager (Mil CAM)[4] shall have ►aviation engineering◄ orders and / or ►local◄ procedures►[5]◄ to control the Maintenance ground running of aero-engines and APUs►[6], [7]◄. [3] ►Refer to RA 1023 – Chief Air Engineers – Air Safety Responsibilities.◄ [4] Refer to RA 1011 – Military Continuing Airworthiness Manager Responsibilities. [5] ►Refer to RA 4009 – Aviation Engineering Orders and Local Procedures. [6] Not applicable to Air Systems operating under RA 1165 – UK Civil Aviation Authority Oversight of UK Military Registered Air Systems Arrangements. [7] Sponsorship of each aviation engineering order and / or local procedure is to be clearly documented in accordance with RA 4009(1): Aviation Engineering Orders and Local Procedures.◄	No
4510[03](01)(001)	[03]	Authorized	AMC	4510(1).1 - AMC - Ground Running Aero-Engines and Auxiliary Power Units	1. Maintenance ground running ►CAE[3] and / or Mil CAM[4] aviation engineering◄ orders and / or ►local◄ procedures►[5]◄ should be promulgated by Approved Maintenance Organizations in the Maintenance Organization Exposition or by Military Maintenance Organizations in Aviation Engineering Standing Orders ►or equivalent,◄ and should contain as a minimum: a. The composition of the Maintenance ground running team, their specific Competence and Authorization requirements[8] and their responsibilities. b. Any local considerations or actions that should be taken prior to and during a Maintenance ground run that is required following an unscheduled landing away from the Main Operating Base[9] . ►◄ c. Actions to be taken in an emergency. d. ►◄ e. The required communications that should be established prior to and during the Maintenance ground run. [8] Refer to RA 4806(5): Personnel Competences and Authorization (MRP 145.A.30(e)). [9] ►Refer to RA 2309(17): Landing away from Active Airfields.◄	No
4510[03](01)(002)	[03]	Authorized	AMC	4510(1).2 - AMC - Ground Running Aero-Engines and Auxiliary Power Units	2. Maintenance personnel authorized to carry out Maintenance ground runs should be assessed as Competent and subject to adequate recurrent training to ensure continued Competency.	No
4600[03](01)	[03]	Authorized	Regulation	4600(1) – Regulation - Aircraft Assisted Escape Systems Safety Precautions	4600(1) ►The Chief Air Engineer (CAE)[2] and / or◄ the Military Continuing Airworthiness Manager (Mil CAM)[3] shall ensure that ►aviation engineering◄ orders and / or ►local◄ procedures►[4]◄ are promulgated detailing the Safety precautions applicable to AAES►[5]◄. [2] ►Refer to RA 1023 – Chief Air Engineers – Air Safety Responsibilities.◄ [3] Refer to RA 1011 – Military Continuing Airworthiness Manager Responsibilities. [4] ►Refer to RA 4009 – Aviation Engineering Orders and Local Procedures. [5] Sponsorship of each aviation engineering order and / or local procedure is to be clearly documented iaw RA 4009(1): Aviation Engineering Orders and Local Procedures.◄	Yes
4600[03](01)(001)	[03]	Authorized	AMC	4600(1).1 - AMC – Aircraft Assisted Escape Systems Safety Precautions	1. The fitment, removal or position setting of AAES Safety devices, or associated system Safety devices, should be conducted in accordance with (iaw) Technical Information (TI).	No
4600[03](01)(002)	[03]	Authorized	AMC	4600(1).2 - AMC – Aircraft Assisted Escape Systems Safety Precautions	2. ►The CAE[2] and / or the Mil CAM[3] aviation engineering◄ orders and / or ►local◄ procedures►[4]◄ should be promulgated by Approved Maintenance Organizations in the Maintenance Organization Exposition (MOE)[6] or by Military Maintenance Organizations in Aviation Engineering Standing Orders ►or equivalent,◄ and as a minimum should state: a. Training and Competence requirements for Maintenance personnel requiring access to AAES Hazard zones[7] . b. AAES Safety device Configuration for the movement of Aircraft into hangars or shelters. c. ►Aviation engineering orders and / or local◄ procedures►[4]◄ for untrained Maintenance personnel or visitors requiring access to AAES Hazard zones. [6] Refer to RA 4816(1): Content of an Maintenance Organization Exposition (MRP 145.A.70(a)). [7] Hazard zones are storage areas, cockpits, or cabins, where AAES is held or installed. This is inclusive of installed and uninstalled AAES hazard zones as defined in the TI	No
4600[03](01)(003)	[03]	Authorized	AMC	4600(1).3 - AMC – Aircraft Assisted Escape Systems Safety Precautions	3. Maintenance personnel requiring access to AAES Hazard zones should be assessed as Competent[8] and should be re-assessed every 12 months[9]. [8] Refer to RA 4806(5): Personnel Competences and Authorization (MRP145.A.30(e)). [9] DAP109A-0100-2(N/A/R)1 AAES Part 4 Leaflet 1 – Training Policy for AAES.	No

4600[03](01)(004)	[03]	Authorized	AMC	4600(1).4 - AMC – Aircraft Assisted Escape Systems Safety Precautions	4. AAES that have been removed from an Aircraft for Maintenance should be stored in a location or facility that has a valid Explosives Licence[10]. [10] Refer to DSA 03 – OME, Part 2, In-Service and Operational Safety Management of OME, Chap 9 and Chap 10 Sect 8, Annex C.	No
4600[03](02)	[03]	Authorized	Regulation	4600(2) – Regulation - Aircraft Assisted Escape Systems Maintenance Responsibilities	4600(2) The ►CAE[2] and / or the◄ Mil CAM►[3]◄ shall strictly control the Maintenance of AAES►[5]◄. Whenever an AAES or associated component is disturbed or subject to Maintenance activity, the AAES or associated component shall be subject to Maintenance checks, vital checks and Independent Inspection.	Yes
4600[03](02)(007)	[03]	Authorized	AMC	4600(2).7 – AMC - Aircraft Assisted Escape Systems Maintenance Responsibilities	7. Maintenance personnel required to work on AAES should be assessed as Competent and authorized[8] .	No
4600[03](02)(008)	[03]	Authorized	AMC	4600(2).8 – AMC - Aircraft Assisted Escape Systems Maintenance Responsibilities	8. Mandatory checks should be conducted at critical stages during the assembly and installation of AAES. The following terminology should be used: a. **Maintenance checks** – Maintenance checks should be carried out whenever an AAES component undergoes any form of Maintenance in a bay or as part of the bay activity in a licensed explosives area. b. **Vital checks** – Vital checks should be carried out at defined stages during the process of installing an AAES, or a component part of an AAES in an Aircraft. Vital checks should be undertaken at the Aircraft, or in a licensed explosives area associated with the Aircraft Maintenance activity. c. **Independent checks** – Independent checks should be made at the Aircraft after installation of an AAES, or a component part of an AAES.	No
4600[03](02)(009)	[03]	Authorized	AMC	4600(2).9 - AMC – Aircraft Assisted Escape Systems Maintenance Responsibilities	9. Maintenance, Vital and Independent checks should be recorded in the Maintenance Log[11]. [11] Refer to RA 4813(1): Recording and Retention of Maintenance Work (MRP 145.A.55(a)	No
4600[03](02)(010)	[03]	Authorized	AMC	4600(2).10 - AMC – Aircraft Assisted Escape Systems Maintenance Responsibilities	10. The movement of AAES Safety devices is a Maintenance activity and should be undertaken iaw MRP Part 145 requirements.	No
4657[03](01)	[03]	Authorized	Regulation	4657(1) – Regulation - Armed Aircraft Maintenance	4657(1) The Military Continuing Airworthiness Manager (Mil CAM)[4] shall ensure that ►aviation engineering◄ orders and / or ►local◄ procedures►[5]◄ are issued to strictly control the Maintenance, Loading and parking of Armed Aircraft. [4] Refer to RA 1011 – Military Continuing Airworthiness Manager Responsibilities. [5] ►Refer to RA 4009 – Aviation Engineering Orders and Local Procedures.◄	No
4657[03](01)(001)	[03]	Authorized	AMC	4657(1).1 – AMC - Armed Aircraft Maintenance	1. The ►aviation engineering◄ orders and / or ►local◄ procedures►[5]◄ should be promulgated by Approved Maintenance Organizations (AMO) in the Maintenance Organization Exposition (MOE)[6] or by Military Maintenance Organization (MMO) in Aviation Engineering Standing Orders (AESOs) ►or equivalent.◄ [6] Refer to RA 4816(1): Content of a Maintenance Organization Exposition (MRP 145.A.70(a)).	No
4657[03](01)(002)	[03]	Authorized	AMC	4657(1).2 - AMC – Armed Aircraft Maintenance	2. The ► Mil CAM[4] aviation engineering◄ orders and / or ►local◄ procedures►[5]◄ should detail: a. The requirements for Armed Aircraft that have been diverted, including diversions to non-MOD Airfields. b. ►Processes◄ for performance failures of Aircraft munitions, Explosive Components or related equipment.	No
4657[03](01)(003)	[03]	Authorized	AMC	4657(1).3 - AMC – Armed Aircraft Maintenance	3. Other than flight servicing, munitions should be unloaded prior to any Maintenance activity being carried out on the Aircraft. However, in exceptional circumstances and if an operational imperative exists, there may be some permissible Maintenance activities that can be carried out on Armed Aircraft. These activities are detailed in the relevant Technical Information[7] (TI) or can be authorized by Commands, but Authorization should be granted prior to any work being undertaken by an appropriately authorized individual[8]. [7] Refer to RA 4810 – Technical Information (MRP 145.A.45). [8] Refer to RA 1006 – Delegation of Engineering Authorizations.	No
4657[03](01)(004)	[03]	Authorized	AMC	4657(1).4 – AMC - Armed Aircraft Maintenance	4. The individual authorizing these permissible Maintenance activities on an Armed Aircraft should conduct a Risk Assessment on each occasion. Factors to be considered include but are not limited to: a. The likelihood and Risk of an Occurrence and the outcome. b. The operational sortie imperative. c. The nature of the weapon load. d. Additional Safety precautions that may be required, such as enhancing supervision or additional fire / rescue assets.	No
4657[03](01)(005)	[03]	Authorized	AMC	4657(1).5 - AMC - Armed Aircraft Maintenance	5. Armed Aircraft should only be parked at locations or facilities that have a valid Explosives Licence[9]. [9] Refer to DSA 03 – OME, Part 2, Defence Code of Practice ►◄ for In-Service and Operational Safety Management of OME, Chap 10, Sect 5.	No

4657[03](01)(006)	[03]	Authorized	AMC	4657(1).6 - AMC – Armed Aircraft Maintenance	6. For ship hangars – Direction on stowage of Armed Aircraft in ships hangars is detailed in BRd 862(1) MOD Maritime Explosive Orders Vol 1 (Surface Ships).	No
4657[03](01)(007)	[03]	Authorized	AMC	4657(1).7 - AMC - Armed Aircraft Maintenance	7. A formal system should be in place whereby unit weapons and air movements staff are advised whenever a thunderstorm level / risk high or moderate is declared by the responsible meteorological office[10]. If declared, munition Loading in progress, including the return of explosives to their normal storage sites, should be completed as a priority and no further weapon Loading commenced unless authorized. [10] Refer to RA 3301(2): Meteorological Information Requirements.	No
4657[03](01)(008)	[03]	Authorized	AMC	4657(1).8 - AMC – Armed Aircraft Maintenance	8. If munition Loading to an Aircraft is operationally essential in thunderstorm level / risk high, a dynamic Risk Assessment should be carried out taking into consideration the susceptibility of the munitions to lightning strike[11] and authorized by the operational commander[12] . Additionally: a. The activity should be conducted in a facility that has a compliant Lightning Protection System. b. If conducted within a Hardened Aircraft Shelter (HAS), the HAS doors are to remain closed to prevent blast and fragmentation propagation. [11] Refer to DOSR Publication 001, Guidance on completing Risk Assessment for Explosives Activity. [12] Refer to RA 1020 – Aviation Duty Holder and Aviation Duty Holder-Facing Organizations - Roles and Responsibilities.	No
4657[03](01)(009)	[03]	Authorized	AMC	4657(1).9 - AMC – Armed Aircraft Maintenance	9. Implementation of operational arming[13] should only be authorized by the operational commander[12] when operationally essential, no other arming options are available and that an appropriately authorized Safety case has been developed[11] . Operational arming should only be carried out by an authorized person[14]. Wherever possible, duplicate Safety devices should be stowed in the Aircraft prior to taxiing to avoid the need to open panels / stowage. [13] A modified arming procedure, adopted to allow an armed Aircraft to taxi in the finally armed state, to a location with a safe heading, where safety devices are then removed in accordance with (iaw) TI. Also referred to as, end of runway arming. [14] Refer to RA 4806(5): Personnel Competences and Authorization (MRP 145.A.30(e)).	No
4657[03](02)	[03]	Authorized	Regulation	4657(2) – Regulation - Weapon Loading Personnel Requirements	4657(2) The ►Chief Air Engineer (CAE)[15] and / or the◄ Mil CAM►[4]◄ shall ensure that ►aviation engineering◄ orders and / or ►local◄ procedures►[5]◄ are issued, controlling the Loading of munitions to Aircraft by trained, Competent and Authorized personnel►[16]◄. [15] ►Refer to RA 1023 – Chief Air Engineers – Air Safety Responsibilities. [16] Sponsorship of each aviation engineering order and / or local procedure is to be clearly documented iaw RA 4009(1): Aviation Engineering Orders and Local Procedures.◄	No
4657[03](02)(011)	[03]	Authorized	AMC	4657(2).11 - AMC – Weapon Loading Personnel Requirements	11. ►The CAE[15] and / or the Mil CAM[4] aviation engineering◄ orders and / or ►local◄ procedures►[5]◄ should be promulgated by the AMOs in the MOE[6] or by the MMO in AESOs ►or equivalent.◄	No
4657[03](02)(012)	[03]	Authorized	AMC	4657(2).12 - AMC – Weapon Loading Personnel Requirements	12. The ►CAE[15] and / or the Mil CAM[4] aviation engineering◄ orders and / or ►local◄ procedures►[5]◄ for the Loading of munitions should include as a minimum: a. The number and composition of Loading teams for each munition. b. Personnel Competence and Authorization requirements[14]. c. The requirements and responsibilities for training, assessing Competence and the awarding of Authorizations[14]. d. Details of any non-explosive and non-expendable stores that are to be subject to similar requirements as munitions.	No
4657[03](02)(013)	[03]	Authorized	AMC	4657(2).13 - AMC – Weapon Loading Personnel Requirements	13. Maintenance personnel authorized to load munitions to Aircraft should be subject to adequate recurrent training to ensure continued Competency.	No
4657[03](03)	[03]	Authorized	Regulation	4657(3) – Regulation - Weapon Loading Training Requirements	4657(3) The ►CAE[15] and / or the◄ Mil CAM►[4]◄ shall ensure that ►aviation engineering◄ orders and / or ►local◄ procedures►[5]◄ are issued detailing that munitions load training is carried out in a realistic and representative environment►[16]◄.	No
4657[03](03)(015)	[03]	Authorized	AMC	4657(3).15 - AMC – Weapon Loading Training Requirements	15. Wherever possible, weapon load training should be performed on Serviceable Aircraft. Where a Serviceable Aircraft is not available, it is acceptable for the Aircraft to have other Faults, not relating to the armament system, but their presence should not impede the training. The Aircraft Armament System should be Serviceable.	No
4657[03](03)(016)	[03]	Authorized	AMC	4657(3).16 – AMC - Weapon Loading Training Requirements	16. Weapons used to carry out training and Competency checks should be fully representative. When using drill or training weapons, the ►processes◄ and precautions should be followed as if a live load is being carried out.	No
4800[11](01)	[11]	Authorized	Regulation	4800(1) - Regulation - General Requirements (MRP Part 145)	4800(1) On-Air System Maintenance, and off-Air System Maintenance that is carried out on United Kingdom (UK) Government property [4], shall only be carried out by organizations whose management, technical resources and Quality Assurance arrangements are demonstrably fit for purpose to provide products and services of the required quality, economically and on time. [4] Refer to MAA02: MAA Master Glossary.	Yes
4800[11](01)004	[11]	Authorized	AMC	4800(1).4 - AMC - General Requirements (MRP Part 145)	4. A Contractor-run organization ►executing Air System and Air System component Maintenance activities◄ on UK Government property should apply for the issue or continuation of an Approval for the Maintenance of military registered Air Systems or Air System components through the MAOS, in accordance with (iaw) MRP Part 145 or, where applicable, the MRP Part 145 Supplement - Requirements Document (S-RD) at Annex A.	Yes

4800[11](01)005	[10]	Authorized	AMC	4800(1).5 - AMC - General Requirements (MRP Part 145)	5. A Contractor-run Maintenance organization holding ►a UK Civil Aviation Authority (CAA) Part 145 Approval should apply for an MAA Approval through the MRP Part 145 S-RD process detailed in Annex A to this Regulation. This process should only be used, by those organizations meeting the qualifying criteria and conditions contained within this document, and when agreed by the MAA.◄ a. ►◄ b. ►◄	Yes
4800[11](01)006	[11]	Authorized	AMC	4800(1).6 - AMC - General Requirements (MRP Part 145)	►◄	No
4800[11](01)007	[11]	Authorized	AMC	4800(1).7 - AMC - General Requirements (MRP Part 145)	A military-run organization does not require a MAOS approval to maintain military registered Air Systems or Air System components, but its compliance with the relevant parts of MRP Part 145 should be assured under single-Service arrangements. In addition, some 3rd party assurance activity will be conducted by the MAA as part of existing audit arrangements.	No
4800[11](02)	[11]	Authorized	Regulation	4800(2) - Regulation - Distribution of Approved Maintenance Organization Exposition and Supplement Documents	AMOs shall provide the Type Airworthiness Authority (TAA)[10] and the Military Continuing Airworthiness Manager (Mil CAM) an extant copy of the organization's approved MOE and supplement[11]. [10] Where the Air System is Civilian-Owned, ownership of regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model for Type Airworthiness (TAw) management; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA. [11] Reference to "MOE and supplement" throughout RA 4800(2) is to be read as referring to the documents as applicable to the particular Maintenance Organization i.e.. MOE only to AMOs without CAA / EASA approvals who have a full MRP MOE approval and have not used the supplement process.	Yes
4800[11](02)021	[11]	Authorized	AMC	4800(2).21 - AMC - Distribution of Approved Maintenance Organization Exposition and Supplement Documents	Following approval of the supplement the AMO should distribute an up to date copy of the organization's approved MOE and supplement to the TAA[10] and Mil CAM within 10 working days. [10] Where the Air System is Civilian-Owned, ownership of regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model for Type Airworthiness (Taw) management; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of Taw responsibilities TAM may be read in place of TAA as appropriate throughout this RA.	Yes
4801[07](01)	[07]	Authorized	Regulation	Certifying Staff	4801(1) For the purpose of MRP Part 145, staff shall meet one of the following eligibility criteria to be qualified as 'certifying staff': a. Be appropriately experienced and have completed, as a minimum, MOD Phase 2 technical training; b. Hold an appropriate category A, B1, B2 or C licence in compliance with United Kingdom (UK) Civil Aviation Authority (CAA) Annex III (Part 66) ►◄; or c. Be appropriately experienced and have completed suitable civilian training (civilian Contractors only)►4◄. [4] For non-CAA Air Systems, an European Aviation Safety Agency (EASA) Part 66 licence may be used as evidence of training and Competence in trade.◄	Yes
4801[07](01)004	[07]	Authorized	AMC	Certifying Staff - Common AMC	4. Nil.	No
4801[07](01)005	[07]	Authorized	AMC	Certifying Staff - Additional AMC – Military Maintenance Organizations (MMOs) only	5. Military staff within an MMO will meet the eligibility criteria by virtue of their trade and rank. In this respect, the relevant single-Service eligibility criteria should be met.	No
4801[07](01)006	[07]	Authorized	AMC	Certifying Staff - Additional AMC – Approved Maintenance Organizations (AMOs) only	6. The qualification of an individual as certifying staff should be categorized according to the scope of certification privileges available and the trade boundaries within which these privileges may be exercised.	Yes
4802[06](01)	[06]	Authorized	Regulation	Scope of the MRP Part 145 (MRP 145.A.10(a))	4802(1) A contractor-run Maintenance Organization shall meet the requirements of MRP Part 145 to qualify for the issue or continuation of an approval to maintain military registered Air Systems and / or components.	Yes
4802[06](01)002	[06]	Authorized	AMC	Scope of the MRP Part 145 (MRP 145.A.10(a))	2. Nil.	No
4803[06](01)	[06]	Authorized	Regulation	4803(1) - Regulation - Method of Application for Approval (MRP 145.A.15(a))	An application for the issue or for the variation to an existing approval shall be made to the MAA in an agreed form and manner.	Yes
4803[06](01)001	[06]	Authorized	AMC	4803(1).1 - AMC - Method of Application for Approval (MRP 145.A.15(a))	The application for the issue or variation to an existing approval should be made on an MAA MAOS Form 2.	Yes

4803[06](01)002	[06]	Authorized	AMC	4803(1).2 - AMC - Method of Application for Approval (MRP 145.A.15(a))	Applications should be submitted to the MAA Maintenance Approved Organization Scheme (MAOS) Approvals Group[1]. [1] DSA-MAA-OA-ACC@mod.gov.uk.	Yes
4804[05](01)	[05]	Authorized	Regulation	4804(1) - Regulation - Terms of Approval (MRP 145.A.20(a))	The contractor-run Maintenance organization shall specify the scope of work required for approval in its Maintenance Organization Exposition (MOE).	Yes
4804[05](01)001	[05]	Authorized	AMC	4804(1).1 - AMC - Terms of Approval (MRP 145.A.20(a))	The approval class and rating system defined at Annex A to this Regulation should be used.	Yes
4805[05](01)	[05]	Authorized	Regulation	4805(1) - Regulation - Facility Requirements (MRP 145.A.25(a))	The organization shall ensure that facilities are provided that are appropriate for Maintenance work[1], ensuring, when necessary, protection from the weather elements and appropriate security safeguards for any classified items. Specialized workshops and bays shall be segregated as appropriate to ensure that environmental and work area contamination is unlikely to occur. a. For 'base' or 'depth' Maintenance of Air Systems, Air System hangars shall be both available and large enough to accommodate Air System 'base' or 'depth' Maintenance. Where such facilities cannot be established at deployed locations, Military Maintenance Organizations (MMOs) shall assess the suitability of alternative facilities and ensure that any additional risk to Air Safety is appropriately managed, advising the Delivery Duty Holder (DDH) as appropriate. b. For component Maintenance, component workshops shall be large enough to accommodate the Maintenance work. [1] For Approved Maintenance Organizations (AMOs), the Maintenance work is that which is undertaken in accordance with the approved scope of work; refer to RA 4804 – Terms of Approval (MRP 145.A.20) – Approved Maintenance Organizations only.	Yes
4805[05](01)001	[05]	Authorized	AMC	4805(1).1 - AMC - Common AMC	Protection from the weather elements relates to the normal prevailing local weather elements that are expected throughout any 12 month period. Air System hangar structures used to accommodate 'base' or 'depth' Maintenance and component workshop structures should prevent the ingress of rain, hail, ice, snow, wind and dust etc; floors should be sealed to minimize dust.	Yes
4805[05](01)002	[05]	Authorized	AMC	4805(1).2 - AMC - Additional AMC - MMOs only	In derogation to Paragraph 1, expeditionary operations (and training for such operations) might require MMOs to undertake Preventive Maintenance without the provision of a suitable hangar, including that level of Maintenance which would otherwise be carried out in the 'depth' domain. In such circumstances, the MMO should assess and utilize those resources available to establish an environment appropriate for the scope of Maintenance to be carried out. If adequate facilities cannot be established, the DDH should be informed to ensure that any additional Air Safety risk is appropriately managed.	No
4805[05](01)003	[05]	Authorized	AMC	4805(1).3 - AMC - Additional AMC - MMOs only	When operating at UK civilian or foreign airfields, MMOs should adhere to Defence Policy and single-Service requirements for security safeguards.	No
4805[05](01)004	[05]	Authorized	AMC	4805(1).4 - AMC - Additional AMC - AMOs only	Where the hangar is not owned by the organization or provided by the MOD, AMOs might have to establish proof of tenancy. In addition, sufficient hangar space to carry out Maintenance should be demonstrated by the preparation of a projected Air System hangar visit plan relative to the Maintenance programme. The Air System hangar visit plan should be updated on a regular basis.	Yes
4805[05](02)	[05]	Authorized	Regulation	4805(2) - Regulation - Office Accommodation (MRP 145.A.25(b))	The organization shall ensure that office accommodation is provided for the management of the Maintenance work referred to in RA 4805(1)[2], and certifying staff so that they can carry out their designated tasks in a manner that contributes to good Air System Maintenance standards. [2] Refer to RA 4805(1) – Facility Requirements (MRP 145.A.25(a)).	Yes
4805[05](02)010	[05]	Authorized	AMC	4805(2).10 - AMC - Office Accommodation (MRP 145.A.25(b))	Air System Maintenance staff should be provided with an area where they can study Maintenance instructions and complete Maintenance records.	Yes
4805[05](03)	[05]	Authorized	Regulation	4805(3) - Regulation - Working Environment (MRP 145.A.25(c))	The organization shall ensure that the working environment, including Air System hangars, component workshops and office accommodation, is appropriate for the task carried out. Unless otherwise dictated by the particular task environment, the working environment shall be such that the effectiveness of personnel is not impaired.	Yes
4805[05](03)013	[05]	Authorized	AMC	4805(3).13 - AMC - Common AMC	Temperatures should be maintained such that personnel can carry out required tasks without undue discomfort.	Yes
4805[05](03)014	[05]	Authorized	AMC	4805(3).14 - AMC - Common AMC	Dust and any other airborne contamination should be kept to a minimum and not be permitted to reach a level in the work task area where visible Air System and/or Air System component surface contamination is evident. Where dust/other airborne contamination results in visible surface contamination, all susceptible systems should be sealed until acceptable conditions are re-established.	Yes
4805[05](03)015	[05]	Authorized	AMC	4805(3).15 - AMC - Common AMC	Lighting should be such as to ensure each inspection and Maintenance task can be carried out in an effective manner.	Yes
4805[05](03)016	[05]	Authorized	AMC	4805(3).16 - AMC - Common AMC	Noise should not distract personnel from carrying out inspection tasks. Where it is impractical to control the noise source, such personnel should be provided with the necessary personal equipment to stop excessive noise causing distraction during inspection tasks.	Yes
4805[05](03)017	[05]	Authorized	AMC	4805(3).17 - AMC - Common AMC	The working environment for Air System Maintenance should be such that the particular Maintenance or inspection task can be carried out without undue distraction. Therefore, where the working environment deteriorates to an unacceptable level in respect of temperature, moisture, hail, ice, snow, wind, light, dust or other airborne contamination, the particular Maintenance or inspection tasks should be suspended until satisfactory conditions are re-established.	Yes
4805[05](03)018	[05]	Authorized	AMC	4805(3).18 - AMC - Common AMC	Due to the particular challenges of embarked aviation, specific risk mitigation measures should be put in place for Air System Maintenance in this environment.	Yes
4805[05](03)019	[05]	Authorized	AMC	4805(3).19 - AMC - Additional AMC - MMOs only	In derogation to Paragraphs 13-17, an MMO can be required to conduct Maintenance at austere locations or in harsh environments. In such instances, the individual appointed as the relevant Maintenance Manager[3] or, in their absence, their authorized representative should put in place measures to mitigate the risk of environmental conditions having a detrimental effect on Maintenance standards such that risk remains As Low As Reasonably Practicable (ALARP) and Tolerable.	No

4805[05](03)020	[05]	Authorized	AMC	4805(3).20 - AMC - Additional AMC - AMOs only	Nil.	No
4805[05](04)	[05]	Authorized	Regulation	4805(4) - Regulation - Storage Facilities (MRP 145.A.25(d))	The organization shall ensure that secure storage facilities are provided for components, equipment, tools and material that ensure segregation of serviceable components and material from unserviceable Air System components, material, equipment and tools. The conditions of storage shall be in accordance with the instructions of the manufacturer, or other applicable MOD instructions, to prevent deterioration and damage of stored items. Access to storage facilities shall be restricted to authorized personnel.	
4805[05](04)024	[05]	Authorized	AMC	4805(4).24 - AMC - Common AMC	Storage facilities for serviceable Air System components should be clean, well ventilated and maintained within a suitable temperature range to minimize the effects of condensation unless the use of Type Airworthiness Authority approved special-to-contents containers permits storage in alternative conditions. Manufacturer's storage recommendations should be followed for those Air System components identified in such published recommendations.	Yes
4805[05](04)025	[05]	Authorized	AMC	4805(4).25 - AMC - Common AMC	Storage racks should be strong enough to hold Air System components and provide sufficient support for large Air System components such that the component is not damaged, scratched or distorted during storage; protective matting or equivalent can be used if necessary.	Yes
4805[05](04)026	[05]	Authorized	AMC	4805(4).26 - AMC - Common AMC	All Air System components, wherever practicable, should remain packaged in protective material to minimize damage and corrosion during storage.	Yes
4805[05](04)027	[05]	Authorized	AMC	4805(4).27 - AMC - Additional AMC - MMO Only	In reference to paragraphs 24-25, MMOs operating at deployed or austere locations should adhere to these requirements as far as practicable.	No
4805[05](04)028	[05]	Authorized	AMC	4805(4).28 - AMC - Additional AMC - AMO Only	Nil.	No
4806[08](01)	[08]	Authorized	Regulation	Regulation - Accountable Manager (Maintenance) (MRP 145.A.30(a))	An Accountable Manager (Maintenance) (AM(M)) shall be appointed who has a basic understanding of MRP Part 145 and has organizational authority for: a. Ensuring that all Maintenance is carried out in compliance with MRP Part 145. b. Ensuring that all necessary resources are available to accomplish Maintenance[1] and, where applicable, support the organization approval (AMOs only). c. Establishing and promoting the safety and quality policy[2] (AMOs only). [1] Refer to RA 4815(2) – Procedures for Good Maintenance Practices (MRP 145.A.65(b)). [2] Refer to RA 4815(1) – Organization Safety and Quality Policy (MRP 145.A.65(a)).	Yes
4806[08](01)004	[08]	Authorized	AMC	4806(1).4 - AMC - Common AMC	Nil.	No
4806[08](01)005	[08]	Authorized	AMC	4806(1).5 - AMC - Additional AMC – MMOs only	The Aviation Duty Holder (ADH) is required to appoint an individual who is responsible for ensuring that Maintenance is carried out in compliance with MRP Part 145. They should have direct access to the Delivery Duty Holder to communicate safety related issues.	No
4806[08](01)006	[08]	Authorized	AMC	4806(1).6 - AMC - Additional AMC – AMOs only	With regard to the AM(M), it is normally intended to mean the Chief Executive Officer (CEO) of the AMO who, by virtue of position, has overall (including in particular financial) responsibility for running the organization. When the AM(M) is not the CEO, the MAA should be assured that such an AM(M) has direct access to the CEO on safety related issues and has sufficient 'maintenance funding' allocation.	Yes
4806[08](02)	[08]	Authorized	Regulation	4806(2) - Regulation - Personnel Responsible to the Accountable Manager (Maintenance) (MRP 145.A.30(b))	The organization shall nominate a person or group of persons, whose responsibilities include ensuring that the organization complies with MRP Part 145. Such person(s) shall ultimately be responsible to the AM(M). a. The person(s) nominated shall represent the Maintenance management structure of the organization and be responsible for all functions specified in MRP Part 145. b. The person(s) nominated shall be identified and their credentials submitted[5] using an MAA MAOS Form 4 (AMOs only). c. The person(s) nominated shall be able to demonstrate relevant knowledge, background and satisfactory experience related to Air System or component Maintenance and demonstrate a working knowledge of MRP Part 145. d. Procedures shall make clear who deputizes for any particular person in the case of lengthy absence of the said person. [5] The MAA MAOS Form 4 can be found on the Maintenance Approved Organization Scheme (MAOS) Approvals page of the MAA Website (https://www.gov.uk/government/collections/miltary-aviation-authority-approvals).	Yes
4806[08](02)011	[08]	Authorized	AMC	4806(2).11 - AMC - Common AMC	Nil.	No
4806[08](02)012	[08]	Authorized	AMC	4806(2).12 - AMC - Additional AMC – MMOs only	An MMO should have a Quality Manager and, depending on the type and size of MMO, one or more Air System Maintenance Manager(s) and/or Workshop Manager(s) who will hold responsibility for the Maintenance output of their relevant areas.	No
4806[08](02)013	[08]	Authorized	AMC	4806(2).13 - AMC - Additional AMC - MMOs only	Individuals to be identified as an MMO's Air System Maintenance Manager or Workshop Manager should be appropriately authorized[6]. [6] Refer to RA 1006 – Delegation of Engineering Authorizations and RA 4806(5) – Personnel Competences and Authorization (MRP 145.A.30(e)).	No
4806[08](02)014	[08]	Authorized	AMC	4806(2).14 - AMC - Additional AMC - MMOs only	The individuals identified in this Regulation should have direct access to the AM(M). This does not necessarily require the AM(M) to be the individual's direct reporting officer for appraisal purposes.	No

4806[08](02)015	[08]	Authorized	AMC	4806(2).15 - AMC - Additional AMC – AMOs only	An AMO should have, dependent upon the extent of approval, a Base Maintenance Manager, a Line Maintenance Manager, a Workshop Manager and a Quality Manager, all of whom should report to the AM(M) except in a small AMO, where any one manager can also be the AM(M).	Yes
4806[08](02)016	[08]	Authorized	AMC	4806(2).16 - AMC - Additional AMC - AMOs only	The Base Maintenance Manager should be responsible for ensuring that all Maintenance required to be carried out in the hangar, plus any Fault rectification carried out during Base Maintenance, is carried out to the required [3] design and Quality standards. The Base Maintenance Manager should also be responsible for any corrective action resulting from the Quality compliance monitoring [8]. 3 Refer to RA 4815(2): Procedures for Good Maintenance Practices (MRP 145.A.65(b) 8 Refer to RA 4815(3): Quality ►Management◄ System (MRP 145.A.65(c)).	Yes
4806[08](02)017	[08]	Authorized	AMC	4806(2).17 - AMC - Additional AMC - AMOs only	The Line Maintenance Manager should be responsible for ensuring that all Maintenance required to be carried out on the line, including line fault rectification, is carried out to the required standards and also be responsible for any corrective action resulting from the quality compliance monitoring.	Yes
4806[08](02)018	[08]	Authorized	AMC	4806(2).18 - AMC - Additional AMC - AMOs only	The Workshop Manager should be responsible for ensuring that all work on Air System components is carried out to the required[3] standards and also responsible for any corrective action resulting from the quality compliance monitoring[8]. 3 Refer to RA 4815(2): Procedures for Good Maintenance Practices (MRP 145.A.65(b) 8 Refer to RA 4815(3): Quality ►Management◄ System (MRP 145.A.65(c)).	Yes
4806[08](02)019	[08]	Authorized	AMC	4806(2).19 - AMC - Additional AMC - AMOs only	Notwithstanding the example post titles detailed here, the organization can adopt any title for the foregoing managerial positions but AMOs should identify to the MAA the titles and persons chosen to carry out these functions on submission of the MAA MAOS Form 4 and in the MOE.	Yes
4806[08](02)020	[08]	Authorized	AMC	4806(2).20 - AMC - Additional AMC - AMOs only	Where an organization chooses to appoint managers for all or any combination of the identified MRP Part 145 functions because of the size of the undertaking, these managers should report through either the Base Maintenance Manager, Line Maintenance Manager, Workshop Manager or Quality Manager, as appropriate, to the AM(M).	Yes
4806[08](02)021	[08]	Authorized	AMC	4806(2).21 - AMC - Additional AMC - AMOs only	Certifying staff can report to any of the managers specified, depending upon which type of control the AMO uses (for example, licensed engineers / Independent Inspection / dual function supervisors etc); however, the Quality compliance monitoring staff [9] should remain independent. 9 Refer to RA 4806(3): Quality Manager (MRP 145.A.65(c)).	Yes
4806[08](03)	[08]	Authorized	Regulation	4806(3) - Regulation - Quality Manager (MRP 145.A.30(c))	The AM(M) [10] shall appoint a person with Responsibility for monitoring the Quality System, including the associated feedback System [8]. The appointed person shall have direct access to the AM(M) to ensure that the AM(M) is kept properly informed on Quality and compliance matters. 10 Refer to RA 4806(1): Accountable Manager (Maintenance) (MRP 145.A.30(a)). 8 Refer to RA 4815(3): Quality ►Management◄ System (MRP 145.A.65(c)).	Yes
4806[08](03)025	[08]	Authorized	AMC	4806(3).25 - AMC - Quality Manager (MRP 145.A.30(c))	Monitoring the Quality System should include requesting remedial and preventive action, ensuring full root cause analysis, as necessary by the AM(M) and the nominated persons [11]. 11 Refer to RA 4806(2): Personnel Responsible to the Accountable Manager (Maintenance) (MRP 145.A.30(b))	Yes
4806[08](04)	[08]	Authorized	Regulation	4806(4) - Regulation - Maintenance Working Hours Plan (MRP 145.A.30(d))	The organization shall have a Maintenance working hours plan demonstrating that the organization has the workforce capacity and competence to carry out the scope of its approval, and that the workforce is of sufficient quantity and appropriate composition to plan, perform, supervise, inspect and quality monitor the organization. In addition, the organization shall have a procedure to reassess work intended to be carried out when actual staff availability is less than the planned staffing level for any particular work shift or period.	Yes
4806[08](04)027	[08]	Authorized	AMC	4806(4).27 - AMC - Common AMC	Nil.	No
4806[08](04)028	[08]	Authorized	AMC	4806(4).28 - AMC - Additional AMC - MMOs only	Where an MMO utilizes contracted staff, the relevant Maintenance Manager should ensure that they adhere to the appropriate Regulations and procedures.	No
4806[08](04)029	[08]	Authorized	AMC	4806(4).29 - AMC - Additional AMC - MMOs only	In cases where an MMO is required to deviate from the Maintenance working hours plan to meet a temporary increase in the required output (for example, in support of an increase in flying task), the relevant Maintenance Manager should report the deviation to the AM(M) in order to assess any Air Safety implications and, if necessary, establish appropriate mitigation strategies. Likewise, if adequate staffing levels cannot be maintained, the AM(M) should consider the need for a commensurate reduction in Maintenance tasking, in discussion with the ADH chain where appropriate.	No

4806[08](04)030	[08]	Authorized	AMC	4806(4).30 - AMC - Additional AMC - AMOs only	The organization should demonstrate that they have appropriate workforce capacity by meeting either one, or both, of the following conditions: a. Employ or contract staff such that at least half the staff who perform Maintenance in each workshop, hangar or flight line on any shift are employed to ensure organizational stability (definitions of 'employed' and 'contracted' are contained within the Guidance Material to this Regulation). b. Ensure organizational stability by demonstration in the Maintenance working hours plan of the organization's active assessment and management of: (1) Staff experience. (2) Staff time in post. (3) Supervision ratios. (4) Staff turnover rates which are to be below 50% of the staff who perform Maintenance in each workshop, hangar or flight line on any shift in a rolling 12-month period (method of calculation is contained within the Guidance Material to this Regulation).	Yes
4806[08](04)031	[08]	Authorized	AMC	4806(4).31 - AMC - Additional AMC - AMOs only	Contract staff, being part time or full time should be made aware that when working for the organization they are subjected to compliance with the organization's procedures specified in the MOE relevant to their duties.	Yes
4806[08](04)032	[08]	Authorized	AMC	4806(4).32 - AMC - Additional AMC - AMOs only	The Maintenance working hours plan should take into account any Maintenance carried out on Air Systems and/or components from outside the UK and should also take into account all work carried out outside the scope of the MRP Part 145 approval.	Yes
4806[08](04)033	[08]	Authorized	AMC	4806(4).33 - AMC - Additional AMC - AMOs only	The Maintenance working hours plan should relate to the anticipated Maintenance workload.	Yes
4806[08](04)034	[08]	Authorized	AMC	4806(4).34 - AMC - Additional AMC - AMOs only	In the case of Air System base maintenance, the Maintenance working hours plan should relate to the Air System hangar visit plan[11]. [11] Refer to RA 4805(1) – Facility Requirements (MRP 145.A.25(a)).	Yes
4806[08](04)035	[08]	Authorized	AMC	4806(4).35 - AMC - Additional AMC - AMOs only	The quality monitoring compliance function working hours should be sufficient to meet the Quality System requirement[7]. Where quality-monitoring staff perform other functions, the time allocated to such functions should be taken into account in determining quality monitoring staff numbers. [7] Refer to RA 4815(3) – Quality System (MRP 145.A.65(c)).	Yes
4806[08](04)036	[08]	Authorized	AMC	4806(4).36 - AMC - Additional AMC - AMOs only	The Maintenance working hours plan should be reviewed at least every 3 months and updated when necessary.	Yes
4806[08](04)037	[08]	Authorized	AMC	4806(4).37 - AMC - Additional AMC - AMOs only	Significant deviation from the Maintenance working hours plan should be reported through the departmental manager to the Quality Manager and the AM(M) for review.	Yes
4806[08](05)	[08]	Authorized	Regulation	4806(5) - Regulation - Personnel Competences and Authorization (MRP 145.A.30(e))	The organization shall establish the Competence and control the Authorization of personnel involved in any Maintenance, management and / or Quality Audits. In addition to the necessary expertise related to the job function, Competence shall include: a. An understanding of the application of Human Factors and Human Performance issues to that person's function in the organization; b. ►Electrical Wiring Interconnection System (EWIS) awareness training.◄ AMOs shall detail the procedure for such Competence assessment and the standard to be achieved in their MOE.	Yes
4806[08](05)046	[08]	Authorized	AMC	4806(5).46 - AMC - Common AMC - ►EWIS Training	Personnel [13] who maintain Air Systems with electrical Systems, should receive EWIS awareness training. The aim of this training is to reduce damage caused to electrical Systems whilst carrying out Maintenance on the Air System. Refresher training should be completed every 2 years as a minimum. 13 ►This includes Aircrew who carry out Maintenance.◄	Yes
4806[08](05)047	[08]	Authorized	AMC	4806(5).47 - AMC - Common AMC - ►EWIS Training	As a minimum this training should include the following topics: a. General EWIS Safety practises. b. Wires - typical damage and areas found (Air System specific), Electrical bonding and grounds. c. Housekeeping - know the contamination sources, materials, cleaning and protection procedures. d. Connective devices - know or demonstrate the procedures to identify, inspect, and find the correct Repair for typical types of connective devices found on the applicable Air System.◄	Yes

4806[08](05)048	[08]	Authorized	AMC	4806(5).48 - AMC - Additional AMC - MMOs only Competence Assessment and Authorization	►Tradespersons◄ who maintain Air Systems, Air System components and associated equipment, including Contractor staff, should be trained, assessed as Competent [14] and authorized for specific tasks and roles, including, but not limited to: a. All personnel required to sign Maintenance documentation, noting the additional requirements detailed in Paragraphs ►49-51◄. b. Self-supervisors. c. Elementary self-supervisors. d. Personnel using Ground Maintenance Systems. e. Personnel required to carry out ground runs on engines and / or Auxiliary Power Units, whether installed in ►Aircraft,◄ in an engine training facility, or in an uninstalled engine test facility. f. Aircraft Ground Engineers, in the sense of those individuals deployed with Air Systems to undertake a wide range of Air System type flight servicing and Maintenance activities with minimal technical support. g. Survival Equipment Maintenance staff. h. Ground Support Equipment Maintenance staff. 14 Refer to RA 1002 – Airworthiness Competent Persons.	No
4806[08](05)049	[08]	Authorized	AMC	4806(5).49 - AMC - Additional AMC - MMOs only Competence Assessment and Authorization	The individuals conducting a Competence assessment of personnel employed in Air System Maintenance should ensure that those being assessed have received an appropriate level of training or familiarization on the Air System type before being authorized to undertake Maintenance or servicing activities ►as Tradesperson, Supervisor or Coordinator / Certifying Staff.◄ on that Air System type.	No
4806[08](05)050	[08]	Authorized	AMC	4806(5).50 - AMC - Additional AMC - MMOs only Competence Assessment and Authorization	Individuals receiving an Authorization to undertake the duties of ►the Tradesperson◄, should first receive an element of type-specific training and / or familiarization appropriate to the scope of their Authorization. Good practice is for such training to be that which leads to the award of a formal qualification in the Air System type; consideration to introducing this qualifying criteria for ►Tradespersons◄ shouldbe given by the Chief Air Engineer	No
4806[08](05)051	[08]	Authorized	AMC	4806(5).51 - AMC - Additional AMC - MMOs only Competence Assessment and Authorization	The individuals conducting a competence assessment of personnel employed in Air System component/equipment Maintenance should ensure that those being assessed have received training and/or familiarization on the relevant component(s)/equipment(s) appropriate to their level of authorization.	No
4806[08](05)052	[08]	Authorized	AMC	4806(5).52 - AMC - Additional AMC - MMOs only Competence Assessment and Authorization	Engineering authorizations should be recorded using a system that is auditable.	No
4806[08](05)053	[08]	Authorized	AMC	4806(5).53 - AMC - Additional AMC - MMOs only Competence Assessment and Authorization	►Tradespersons◄ within an MMO who are required to undertake Maintenance on Air Systems from another Service or nation should only do so if appropriately authorized.	No
4806[08](05)054	[08]	Authorized	AMC	4806(5).54 - AMC - Additional AMC - AMOs only Competence Assessment and Authorization	The MOE procedure should require, amongst others, that planners, ►Tradespersons◄, specialized services staff, ►Supervisors and Coordinating / Certifying Staff◄ are assessed for Competence by 'on the job' evaluation and / or by examination relevant to their particular job role within the organization, before unsupervised work is permitted.	Yes
4806[08](05)055	[08]	Authorized	AMC	4806(5).55 - AMC - Additional AMC - AMOs only Competence Assessment and Authorization	A record of the qualification and competence assessment should be kept.	Yes
4806[08](05)056	[08]	Authorized	AMC	4806(5).56 - AMC - Additional AMC - AMOs only Competence Assessment and Authorization	The Maintenance organization should have in place procedures for: a. Ensuring that all personnel are competent by virtue of their training and experience for the tasks on which they are employed. b. Ensuring staff are trained, assessed and authorized for specific tasks. c. Providing initial and continuation training by a suitable organization. d. Maintaining a record system detailing the training and qualification of all staff. e. Maintaining a record of all personnel authorizations.	Yes
4806[08](05)057	[08]	Authorized	AMC	4806(5).57 - AMC - Additional AMC - AMOs only Competence Assessment and Authorization	The MOE procedure should include a method of assessing the training and experience of personnel joining the organization and should include, as a minimum: a. Verification of any qualifications and experience. b. A formal technical interview. c. A period of on the job assessment.	Yes
4806[08](05)058	[08]	Authorized	AMC	4806(5).58 - AMC - Additional AMC - AMOs only Competence Assessment and Authorization	Adequate initial and recurrent training should be provided and recorded to ensure continued competence.	Yes

4806[08](05)059	[08]	Authorized	AMC	4806(5).59 - AMC - Additional AMC - AMOs only Competence Assessment and Authorization	To assist in the assessment of Competence, job descriptions are recommended for each job role in the organization. The Competence assessment should establish that: a. Planners are able to interpret Maintenance requirements into Maintenance tasks and have an appreciation that they have no authority to deviate from the Technical Information (TI). b. ►Tradespersons◄ are able to carry out Maintenance tasks to any standard specified in the TI and will notify ►Supervisors◄ of mistakes requiring rectification to re-establish required Maintenance standards. c. Specialized services staff are able to carry out specialized Maintenance tasks to the standard specified in the TI and will both inform and await instructions from their ►Supervisor◄ in any case where it is not possible to complete the specialized Maintenance in accordance with (iaw) the TI. d. ►Supervisors◄ are able to ensure that all required Maintenance tasks are carried out and where not completed or where it is evident that a particular Maintenance task cannot be carried out to the TI, then such problems will be reported to the Quality Manager for appropriate action. In addition, for those ►Supervisors◄ who also carry out Maintenance tasks, that they understand such tasks should not be undertaken when incompatible with their management responsibilities. e. ►Coordinating / Certifying Staff◄ are able to determine when the Air System or Air System component is Serviceable and when it is Unserviceable.	Yes
4806[08](05)060	[08]	Authorized	AMC	4806(5).60 - AMC - Additional AMC - AMOs only Competence Assessment and Authorization	Planners, specialized services staff, ►Supervisors◄ and ►Coordinating / Certifying Staff◄ should have a knowledge of organization procedures relevant to their particular role in the organization. The aforementioned list is not exclusive and can include other categories of personnel.	Yes
4806[08](05)061	[08]	Authorized	AMC	4806(5).61 - AMC - Additional AMC - AMOs only Competence Assessment and Authorization	Quality audit staff should monitor compliance with MRP Part 145, identifying non-compliance in an effective and timely manner in order that the organization remains in compliance with MRP Part 145.	Yes
4806[08](05)062	[08]	Authorized	AMC	4806(5).62 - AMC - Human Factors Training	In respect to the understanding of the application of Human Factors and Human Performance issues, Maintenance, management, and Quality Audit personnel in AMOs should be assessed for the need to receive initial Human Factors training , but in any case all Maintenance, management, and Quality Audit personnel in AMOs should receive Human Factors continuation training. As a minimum, this should concern: a. Post-holders, managers ►◄. b. ►Tradespersons, Supervisors and Coordinating / Certifying Staff.◄ c. Technical support personnel, such as, planners ►◄ and technical record staff. d. Quality control / Assurance staff. e. Specialized services staff. f. Human Factors staff / Human Factors trainers. g. Store department staff and purchasing department staff. h. Ground equipment operators. i. Contract staff in the above categories.	Yes
4806[08](05)063	[08]	Authorized	AMC	4806(5).63 - AMC - Human Factors Training	Depending on the result of the Competence assessment as specified in Paragraph ►59◄, initial training should be provided to personnel during their induction into the Maintenance organization. Consideration should be given to training temporary staff soon after they join the organization in order to recognize the duration of their employment.	Yes
4806[08](05)064	[08]	Authorized	AMC	4806(5).64 - AMC - Human Factors Training	Personnel being recruited from another AMO and temporary staff should be assessed for the need to receive any additional Human Factors training to meet the Human Factors training standard of the new AMO.	Yes
4806[08](05)065	[08]	Authorized	AMC	4806(5).65 - AMC - Human Factors Training	The purpose of Human Factors continuation training is primarily to ensure that staff remain current in terms of Human Factors and also to collect feedback on Human Factors issues. Training should have the involvement of the quality department. There should be a procedure to ensure that feedback is formally passed from the trainers to the quality department to initiate action where necessary.	Yes
4806[08](05)066	[08]	Authorized	AMC	4806(5).66- AMC - Human Factors Training	Human Factors continuation training should be of an appropriate duration in each 2-year period in relation to relevant quality audit findings and other internal/external sources of information available to the organization on Human Errors in Maintenance.	Yes
4806[08](05)067	[08]	Authorized	AMC	4806(5).67 - AMC - Human Factors Training	Human Factors training should be conducted by the AMO itself, or independent trainers, or a suitable training organization.	Yes
4806[07](05)068	[08]	Authorized	AMC	4806(5).68 - AMC - Human Factors Training	The Human Factors training procedures should be specified in the MOE.	Yes
4806[07](05)069	[08]	Authorized	AMC	4806(5).69 - GM - Common GM	►CAA AMC [16] provides useful material for personnel creating EWIS training syllabi.◄ 16 ►AMC and GM for Acceptable Means of Compliance for Airworthiness of Products, Parts and Appliances (AMC-20-22).◄	Guidance

4806[08](06)	[08]	Authorized	Regulation	4806(6) - Regulation - Specialized Services (MRP 145.A.30(f))	The organization shall ensure that: a. Personnel who carry out and / or control Continued Airworthiness Non-Destructive Testing (NDT) of Air System Structures and / or components are appropriately qualified for the particular NDT iaw a recognized standard. b. ►Personnel who carry out and / or control the application of surface finish of Air System Structures and / or components are appropriately qualified for the particular surface finish task.◄ c. Personnel who carry out any other specialized task ►are◄ appropriately qualified iaw officially recognized standards.	Yes
4806[08](06)075	[08]	Authorized	AMC	4806(6).75 - AMC - Common AMC	►NDT.◄ Personnel who carry out and / or control NDT of Air System Structures and / or components should be appropriately qualified iaw BS EN 417918, or equivalent.	Yes
4806[08](06)076	[08]	Authorized	AMC	4806(6).76 - AMC - Common AMC	Any such personnel who intend to carry out and/or control NDT for which they were not qualified prior to the effective date of MRP Part 145, should qualify for such NDT in accordance with BS EN 4179, or equivalent.	Yes
4806[08](06)077	[08]	Authorized	AMC	4806(6).77 - AMC - Common AMC	►Aircraft Surface finish. Surface finish activities should be carried out by Competent specialized organizations with appropriately qualified personnel. Training for persons undertaking and authorizing surface finish activities should as a minimum, meet the national standards for Aircraft surface finish [19]: a. SEMAER233 - preparing Aircraft component coatings / finishes for application. b. SEMAER235 - applying coatings / finishes to Aircraft components by hand. c. SEMAE3090 - applying coatings / finishes to Aircraft components by spray gun. d. SEMAE3091 - carrying out the application of transfers, decals and livery to Aircraft components. 19 ►National Occupational Standards (NOS) are detailed at https://www.ukstandards.org.uk/.◄	Yes
4806[08](06)078	[08]	Authorized	AMC	4806(6).78 - AMC - Common AMC	Tradesperson, Supervisors, Coordinating / Certifying Staff can carry out minor surface finish activities as Maintenance tasks iaw the Air System Document Set.◄	Yes
4806[08](06)079	[08]	Authorized	AMC	4806(6).79 - AMC - Additional AMC – MMOs only	Nil.	No
4806[08](06)080	[08]	Authorized	AMC	4806(6).80 - AMC - Additional AMC – AMOs only	►NDT.◄ Notwithstanding the general references in BS EN 4179 to a national aerospace NDT board, all examinations and training should be conducted by personnel or organizations under the general control of such a board. The referenced standards, methods, training, experience levels and procedures should be specified in the MOE.	Yes
4806[08](06)081	[08]	Authorized	AMC	4806(6).81 - AMC - Additional AMC – AMOs only	An AMO that carries out NDT should establish NDT specialist qualification procedures, detailed in the MOE and accepted by the MAA.	Yes
4806[08](06)082	[08]	Authorized	AMC	4806(6).82 - AMC - Additional AMC - AMOs only	Boroscoping and other techniques such as delamination coin tapping are non destructive inspections rather than NDT. Notwithstanding such differentiation, AMOs should establish a procedure in their MOE, accepted by the MAA, to ensure that personnel who carry out and interpret such inspections are properly trained and assessed for their Competence with the process. Organizations undertaking non destructive inspections do not require a D1 class rating approval [20]. 20 Refer to RA 4804 – Terms of Approval (MRP 145.A.20) - Approved Maintenance Organizations only.	Yes
4806[08](07)	[08]	Authorized	Regulation	4806(7) - Regulation - Air System Certifying Staff (Line Maintenance) (MRP 145.A.30(g)) - Approved Maintenance Organizations (AMOs) only	An AMO undertaking Air System Line Maintenance shall have appropriate ►Coordinating / Certifying Staff◄ qualified on each relevant Air System type and, where applicable, ►Tradespersons and Supervisors◄, suitably authorized for Line Maintenance activities.	Yes
4806[08](07)091	[08]	Authorized	AMC	4806(7).91 - AMC - Air System Certifying Staff (Line Maintenance) (MRP 145.A.30(g)) - Approved Maintenance Organizations (AMOs) only	In the case of an AMO using certifying staff licensed iaw CAA Part 66 ►◄, a suitable number of Category B1 and B2 certifying staff should be employed and authorized [1]. The use of appropriately qualified Category A personnel to conduct minor Preventative Line Maintenance and simple Fault rectification should not replace this requirement for Category B1 and B2 staff. 1 ►Refer to RA 4807 – Certifying Staff and Support Staff (MRP 145.A.35).	Yes
4806[08](07)092	[08]	Authorized	AMC	4806(7).92 - AMC - Air System Certifying Staff (Line Maintenance) (MRP 145.A.30(g)) - Approved Maintenance Organizations (AMOs) only	In the case of an AMO adopting military processes, including the use of the MOD Form 700 as the Air System technical log, and the associated Authorization framework, a suitable number of personnel should be employed who are authorized to: a. Undertake the responsibilities of '1st signature', '2nd signature' and '3rd signature' ►(Tradesperson, Supervisor and Coordinating / Certifying Staff)◄ for Maintenance tasks. b. Undertake and coordinate flight servicing activities. c. Endorse the Certification of Air System Release [2]. 2 Refer to RA 4812 – Certification of Air System Release and Component Release (MRP 145.A.50).◄	No
4806[08](08)	[08]	Authorized	Regulation	4806(8) - Regulation - Air System Certifying Staff (Base Maintenance) (MRP 145.A.30(h)) - Approved Maintenance Organizations only	An AMO undertaking Air System Base Maintenance shall have appropriate ►Coordinating / Certifying Staff◄ qualified on each relevant Air System type and, where applicable, ►Tradespersons and Supervisors◄, suitably authorized for Base Maintenance activities.	Yes

4806[08](08)094	[08]	Authorized	AMC	4806(8).94 - AMC - Air System Certifying Staff (Base Maintenance) (MRP 145.A.30(h)) - Approved Maintenance Organizations only	In the case of an AMO using certifying staff licensed iaw CAA Part 66 ►◄ to conduct Base Maintenance, a suitable number of appropriate Air System type qualified Category C certifying staff should be employed and authorized. In addition, the AMO should have sufficient Air System type-qualified staff qualified as Category B1 and B2 and authorized to support the Category C ►Coordinating / Certifying Staff◄. In this instance, the following process should be followed: a. The Category B1 and B2 ►Tradespersons and Supervisor◄ should ensure that all relevant tasks or inspections have been carried out to the required standard before the Category C certifying staff endorses the Certification of Air System Release. b. The Category C ►Coordinating / Certifying Staff◄ should ensure compliance with sub-Paragraph ►94a◄ and that all work required by the customer has been accomplished during the particular work package. They should also assess the impact of any work not carried out with a view to either requiring its accomplishment or agreeing with the Military Continuing Airworthiness Management Organization or MOD Contracting Authority to defer such work to another specified check or time limit.	Yes
4806[08](08)095	[08]	Authorized	AMC	4806(8).95 - AMC - Air System Certifying Staff (Base Maintenance) (MRP 145.A.30(h)) - Approved Maintenance Organizations only	In the case of an AMO adopting military processes, including the use of the MOD Form 700 as the Air System technical log, and the associated Authorization framework, a suitable number of personnel should be employed who are authorized to: a. Undertake the responsibilities of '1st signature', '2nd signature' and '3rd signature' ►(Tradesperson, Supervisor and Coordinating / Certifying Staff)◄Maintenance tasks. b. Endorse the Certification of Air System Release [2]. 2 Refer to RA 4812 – Certification of Air System Release and Component Release (MRP 145.A.50).◄	No
4806[08](09)	[08]	Authorized	Regulation	4806(9) - Regulation - Component Certifying Staff (MRP 145.A.30(i))	Any organization undertaking component Maintenance shall have appropriately qualified ►Tradesperson, Supervisor and Coordinating / Certifying Staff◄, to be suitably authorized for component Maintenance activities [1]. 1 ►Refer to RA 4807 – Certifying Staff and Support Staff (MRP 145.A.35)	Yes
4806[08](09)097	[08]	Authorized	AMC	4806(9).97 - AMC - Component Certifying Staff (MRP 145.A.30 (i.)) - ►Common AMC◄	Nil.	No
4806[08](09)098	[08]	Authorized	AMC	4806(9).98 - AMC - Component Certifying Staff (MRP 145.A.30 (i.)) - ►Additional AMC – MMOs only	Persons certifying the Certification of Component Release following Maintenance should be appropriately authorized [21]. 21 Refer to RA 4806(5): Personnel Competences and Authorization (MRP 145.A.30(e)).	No
4806[08](09)099	[08]	Authorized	AMC	4806(9).99 - AMC - Component Certifying Staff (MRP 145.A.30 (i.)) - Additional AMC – AMOs only	Certification of Component Release following Maintenance should be by appropriately authorized [21] Coordinating / Certifying Staff.◄ 21 Refer to RA 4806(5): Personnel Competences and Authorization (MRP 145.A.30(e)).	Yes
4806[08](10)	[08]	Authorized	Regulation	4806(10) - Regulation - Non-engineering Staff (MRP 145.A.30(j))	Non-engineering staff, including Aircrew, shall only be permitted to undertake Air System Maintenance and/or flight servicing when authorized. Where applicable, AMOs shall detail the procedure to grant such authorization in the MOE.	Yes
4806[08](10)101	[08]	Authorized	AMC	4806(10).101 - AMC - Common AMC	Nil.	No
4806[08](10)102	[08]	Authorized	AMC	4806(10).102 - AMC - Additional AMC – MMOs only	Aircrew required to undertake Maintenance and/or flight servicing tasks should undertake a competence assessment prior to authorization.	Yes
4806[08](10)103	[08]	Authorized	AMC	4806(10).103 - AMC - Additional AMC – AMOs only	The MOE procedure should ensure that the scope of permitted Air System Maintenance and/or flight servicing is specified in the authorization.	Yes
4807[07](01)	[07]	Authorized	Regulation	Staff Knowledge (MRP 145.A.35(a))	In addition to the appropriate certifying staff requirements [4], the organization shall ensure that ►all Tradespersons, Supervisors and Coordinating / Certifying Staff◄ have an adequate understanding of the relevant Air Systems and / or components to be maintained, together with the associated organization procedures. 4 Refer to RA 4806(7): Air System Certifying Staff (Line Maintenance) (MRP 145.A.30(g)) - Approved Maintenance Organizations only and RA 4806(8): Air System Certifying Staff (Base Maintenance) (MRP 145.A.30(h)) - Approved Maintenance Organizations only.	Yes
4807[07](01)004	[07]	Authorized	AMC	Staff Knowledge (MRP 145.A.35(a)) - Common AMC	The organization should hold copies of all documents that attest to qualification, and to recent experience.	Yes
4807[07](01)005	[07]	Authorized	AMC	Staff Knowledge (MRP 145.A.35(a)) - Additional AMC – Military Maintenance Organizations (MMO) only	Nil.	No
4807[07](01)006	[07]	Authorized	AMC	Staff Knowledge (MRP 145.A.35(a)) - Additional AMC – Approved Maintenance Organizations (AMO) only	In the case of ►Coordinating / Certifying Staff◄, this should be accomplished before the issue or re-issue of Certification Authorization.	Yes

4807[06](02)	[07]	Authorized	Regulation	Certification and Supervisory Authorizations (MRP 145.A.35(b))	Excepting those cases listed in RA 4806(10)[6] the organization shall only issue Certification and supervisory Authorizations to ►Coordinating / Certifying Staff and Supervisors◄ in accordance with (iaw) the following criteria: (a) Authorization shall relate to the basic categories or subcategories for which they are qualified. (b) Authorization shall be limited to those Air System types on which they have been qualified. (c) Where Certification Authorization is being granted to individuals holding an Aircraft Maintenance licence in compliance with Civil Aviation Authority (CAA) ►Part 66◄, such Authorization shall only be issued subject to the Aircraft Maintenance licence remaining valid throughout the validity period of the Authorization and the certifying staff remaining in compliance with their licence. 6 Refer to RA 4806(10): Non-engineering Staff (MRP 145.A.30(j)).	Yes
4807[07](02)010	[07]	Authorized	AMC	Certification and Supervisory Authorizations (MRP 145.A.35(b)) - Common AMC	The organization should only issue the Certification authorization when satisfied that compliance has been established with the appropriate clauses of MRP Part 145 and that the person meets the applicable eligibility criteria[1].	Yes
4807[07](02)011	[07]	Authorized	AMC	Certification and Supervisory Authorizations (MRP 145.A.35(b)) - Additional AMC – MMOs only - To be read in conjunction with the Common AMC.	In derogation to RA 4807(2)(a), MMOs may, in exceptional circumstances, authorize an individual to undertake the ►Supervisor role◄ outside of their trade boundary. Such Authorization should be limited by task and period and should only be undertaken when the ►Tradesperson◄ for the task: a. Is working within their trade boundary; and b. Meets the qualification criteria (Refer to RA 4807 Sub-Regulation (2)(b)).	No
4807[07](02)012	[07]	Authorized	AMC	Certification and Supervisory Authorizations (MRP 145.A.35(b)) - Additional AMC – MMOs only - To be read in conjunction with the Common AMC.	In order to meet the qualification criteria stipulated, individuals should only be issued ►Supervisor or Coordinating / Certifying Staff◄ Authorizations after they have completed the applicable Air System type training and had the associated qualification annotated on their training record.	No
4807[07](02)013	[07]	Authorized	AMC	Certification and Supervisory Authorizations (MRP 145.A.35(b)) - Additional AMC – AMOs only	Nil.	No
4807[07](03)	[07]	Authorized	Regulation	Staff Experience Requirements (MRP 145.A.35(c))	The organization shall ensure that all ►Tradespersons, Supervisors and Coordinating / Certifying Staff◄ have at least 6 months of actual relevant Air System or component Maintenance experience in any consecutive 2 year period following initial Authorization.	No
4807[07](03)017	[07]	Authorized	AMC	Staff Experience Requirements (MRP 145.A.35(c)) - Common AMC	Nil.	No
4807[07](03)018	[07]	Authorized	AMC	Staff Experience Requirements (MRP 145.A.35(c)) - Additional AMC - MMOs only	Where unpredictable variations in operational military tasking require the use of personnel not meeting the 6-month experience requirement, agreement from the Accountable Manager (Maintenance) should be sought. Such authorization should be on a temporary basis only, with suitable precautionary measures put in place, and the Military Continuing Airworthiness Management Organization informed. Alternatively, personnel will require their competence to be reassessed prior to reauthorization; further detail is contained below in Paragraph ►17.◄	No
4807[07](03)019	[07]	Authorized	AMC	Staff Experience Requirements (MRP 145.A.35(c)) - Additional AMC - AMOs only	Nil.	No
4807[07](04)	[07]	Authorized	Regulation	Staff Continuation Training (MRP 145.A.35(d))	The organization shall ensure that all ►Tradespersons, Supervisors and Coordinating / Certifying Staff◄ receive sufficient continuation training in each 2 year period to ensure that such staff have up-to-date knowledge of relevant technology, organization procedures and Human Factor issues.	Yes
4807[07](04)023	[07]	Authorized	AMC	Staff Continuation Training (MRP 145.A.35(d)) - Common AMC	Nil.	No
4807[07](04)024	[07]	Authorized	AMC	Staff Continuation Training (MRP 145.A.35(d)) - Additional AMC – MMOs only	Single-Service orders should detail the continuation training requirements within each 2 year period in order to: a. Ensure that staff are familiar with any changes made to relevant Regulation, policy and procedures (including Maintenance procedures) and the modification standard of the Air System and / or components being maintained. b. Learn from the experience of instances where staff failed to follow procedures, using evidence obtained from quality audits where appropriate, and the reasons why particular procedures are not always followed.	No
4807[07](04)025	[07]	Authorized	AMC	Staff Continuation Training (MRP 145.A.35(d)) - Additional AMC – MMOs only	As part of staff continuation training, all personnel who undertake flight servicing should periodically undergo flight servicing competency checks at least every 12 months.	No
4807[07](04)026	[07]	Authorized	AMC	Staff Continuation Training (MRP 145.A.35(d)) - Additional AMC – AMOs only	Continuation training is a 2-way process to ensure that certifying staff remain current in terms of procedures, Human Factors and technical knowledge and that the organization receives feedback on the adequacy of its procedures and Maintenance instructions. Due to the interactive nature of this training, it should have involvement from the quality department to ensure that feedback is actioned. Alternatively, there should be a procedure to ensure that feedback is formally passed from the training department to the quality department to initiate action.	Yes

4807[07](04)027	[07]	Authorized	AMC	Staff Continuation Training (MRP 145.A.35(d)) - Additional AMC – AMOs only	The Contractor shall ensure that continuation training should: a. Cover changes in relevant requirements such as MRP Part 145 changes, changes in organization procedures and the modification standard of the products being maintained, plus Human Factor issues identified from any internal or external analysis of incidents. b. Address instances where staff failed to follow procedures and the reasons why particular procedures are not always followed. In many cases the continuation training will reinforce the need to follow procedures and ensure that incomplete or incorrect procedures are identified to the organization in order that they can be corrected. This does not preclude the possible need to carry out a quality audit of such procedures.	Yes
4807[07](04)028	[07]	Authorized	AMC	Staff Continuation Training (MRP 145.A.35(d)) - Additional AMC – AMOs only	Continuation training should be of sufficient duration in each 2 year period to meet the intent of this Regulation, and may be split into a number of separate elements.	Yes
4807[07](04)029	[07]	Authorized	AMC	Staff Continuation Training (MRP 145.A.35(d)) - Additional AMC – AMOs only	The method of training is intended to be a flexible process and could, for example, include an external continuation training course, aeronautical college courses, internal short duration courses, seminars etc. The elements, general content and length of such training should be specified in the Maintenance Organization Exposition (MOE).	Yes
4807[07](05)	[07]	Authorized	Regulation	Continuation Training Programme (MRP 145.A.35(e))	The organization shall establish a programme of continuation training for ►all Tradespersons, Supervisors and Coordinating / Certifying Staff◄, including a procedure for issuing Certification Authorizations under MRP Part 145 to certifying staff.	Yes
4807[07](05)032	[07]	Authorized	AMC	Continuation Training Programme (MRP 145.A.35(e)) - Common AMC	Nil.	No
4807[07](05)033	[07]	Authorized	AMC	Continuation Training Programme (MRP 145.A.35(e)) - Additional AMC – MMOs only	The continuation training programme may be established by a higher military formation than the MMO, particularly if continuation training is provided under single Service arrangements. Nevertheless, MMOs should ensure that their staff comply with such programmes and that applicable training is completed prior to the issue of engineering authorizations[8]. [8] Refer to RA 4806(5): Personnel Competences and Authorization (MRP 145.A.30(e)).	No
4807[07](05)034	[07]	Authorized	AMC	Continuation Training Programme (MRP 145.A.35(e)) - Additional AMC – AMOs only	The programme for continuation training should list all ►all Tradespersons, Supervisors and Coordinating / Certifying Staff◄, when training will take place, the elements of such training and an indication that it was carried out reasonably on time as planned. Such information should subsequently be transferred to the certifying staff and support staff record [10]. 10 Refer to RA 4807(10): Record of Staff (MRP 145.A.35(j)).	Yes
4807[07](06)	[07]	Authorized	Regulation	Certifying Staff Competence Assessment (MRP 145.A.35(f))	The organization shall assess all prospective and current certifying staff for their competence, qualification and capability to carry out their intended certifying duties prior to the issue or re-issue of a Certification authorization under MRP Part 145. For AMOs, this shall be iaw a procedure specified in the ►MOE.◄	Yes
4807[07](06)036	[07]	Authorized	AMC	Certifying Staff Competence Assessment (MRP 145.A.35(f)) - Common AMC	Nil.	No
4807[07](06)037	[07]	Authorized	AMC	Certifying Staff Competence Assessment (MRP 145.A.35(f)) - Additional AMC – MMOs only	MMOs should conduct such assessments iaw the applicable requirements[2], [8].	No
4807[07](06)038	[07]	Authorized	AMC	Certifying Staff Competence Assessment (MRP 145.A.35(f)) - Additional AMC – AMOs only	Qualification assessment means collecting copies of all documents that attest to qualification, such as the licence and / or any authorization held. This should be followed by a confirmation check with the organization(s) that issued such document(s) and finally a comparison check for differences between the product type ratings on the qualification documents and the relevant product types maintained by the organization. This latter point may reveal a need for additional training to cover any differences in product type.	Yes
4807[07](07)	[07]	Authorized	Regulation	Issue of Certification Authorization (MRP 145.A.35(g))	When the conditions of RA 4807 – Certifying Staff and Support Staff Sub-Regulations (1) ►to◄ (4) and (6) (MRP 145.A.35(a) ►to◄ (d) and (f)) have been fulfilled by the certifying staff, the organization shall issue a Certification authorization that clearly specifies the scope and limits of such authorization.	Yes
4807[07](07)043	[07]	Authorized	AMC	Issue of Certification Authorization (MRP 145.A.35(g))	Continued validity of the Certification authorization should be dependent upon continued compliance with this Regulatory Article.	Yes
4807[07](08)	[07]	Authorized	Regulation	Certification Authorization Codes (MRP 145.A.35(h))	The Certification Authorization shall be in a style that makes its scope clear to the ►Tradespersons, Supervisors and Coordinating / Certifying Staff◄ and any person who shall be required to examine the Authorization. Where codes are used to define scope, the organization shall make a code translation readily available.	No
4807[07](08)045	[07]	Authorized	AMC	Certification Authorization Codes (MRP 145.A.35(h)) - Common AMC	Nil.	No
4807[07](08)046	[07]	Authorized	AMC	Certification Authorization Codes (MRP 145.A.35(h)) - Additional AMC – MMOs only	MMOs should adopt a common system of authorization(s) to provide their personnel the authority to carry out engineering tasks and sign Maintenance documentation once assessed as competent.	No
4807[07](08)047	[07]	Authorized	AMC	Certification Authorization Codes (MRP 145.A.35(h)) - Additional AMC – AMOs only	Nil.	No

4807[07](09)	[07]	Authorized	Regulation	Responsibility for Issuing Certification Authorization (MRP 145.A.35(i))	4807(9) Certification authorizations shall be issued in a controlled manner. For AMOs, the person responsible for the quality system shall also remain responsible on behalf of the organization for issuing Certification authorizations to certifying staff. Such person may nominate other persons to actually issue or revoke the Certification authorizations iaw a procedure as specified in the ►MOE.◄	No
4807[07](09)051	[07]	Authorized	AMC	Responsibility for Issuing Certification Authorization (MRP 145.A.35(i)) - Common AMC	Nil.	No
4807[07](09)052	[07]	Authorized	AMC	Responsibility for Issuing Certification Authorization (MRP 145.A.35(i)) - Additional AMC – MMOs only	The delegation of authorizations[10] within an MMO should be controlled by a nominated person to retain oversight of the authorization issued, reviewed and, where necessary, revoked. [10] Refer to RA 1006 – Delegation of Engineering Authorizations.	No
4807[07](09)053	[07]	Authorized	AMC	Responsibility for Issuing Certification Authorization (MRP 145.A.35(i)) - Additional AMC – AMOs only	Nil.	No
4807[07](10)	[07]	Authorized	Regulation	Record of Staff (MRP 145.A.35(j))	The organization shall maintain a record of all ►Tradespersons, Supervisors and Coordinating / Certifying Staff◄. The record shall be retained by the organization for at least 2 years after any individual has ceased employment with the organization, or from when the Authorization has been withdrawn. The staff records shall contain: (a) Details of any Aircraft Maintenance licence held. (b) All relevant training completed. (c) The scope of the Certification Authorizations issued, where relevant. (d) Particulars of staff with limited or one-off Certification Authorizations.	Yes
4807[07](10)055	[07]	Authorized	AMC	Record of Staff (MRP 145.A.35(j)) - Common AMC	Nil.	No
4807[07](10)056	[07]	Authorized	AMC	Record of Staff (MRP 145.A.35(j)) - Additional AMC – MMOs only	Nil.	No
4807[07](10)057	[07]	Authorized	AMC	Record of Staff (MRP 145.A.35(j)) - Additional AMC – AMOs only	The following minimum information as applicable should be kept on record in respect of each certifying person: a. Name. b. Date of Birth. c. Basic Training. d. Type Training. e. Continuation Training. f. Experience. g. Qualifications relevant to the authorization. h. Scope of the authorization. i. Date of first issue of the authorization. j. If appropriate - expiry date of the authorization. k. Identification Number of the authorization. l. Security clearance, where applicable.	Yes
4807[07](10)058	[07]	Authorized	AMC	Record of Staff (MRP 145.A.35(j)) - Additional AMC – AMOs only	The record should be controlled by the organization's quality department. This does not mean that the quality department runs the record system.	Yes
4807[07](10)059	[07]	Authorized	AMC	Record of Staff (MRP 145.A.35(j)) - Additional AMC – AMOs only	Persons authorized to access the system should be maintained at a minimum to ensure that records cannot be altered in an unauthorized manner or that such confidential records become accessible to unauthorized persons.	Yes
4807[07](10)060	[07]	Authorized	AMC	Record of Staff (MRP 145.A.35(j)) - Additional AMC – AMOs only	In the case of an approval based on one person using a subcontracted quality monitoring arrangement, the requirement for a record of certifying and support staff is satisfied by the submission to and acceptance by the MAA of the MAA Form 4[11]. With only one person, the requirement for a separate record of authorization is unnecessary because the MAA Approval Schedule defines the authorization. Where applicable, an appropriate statement to reflect this situation should be included in the ►MOE.◄ [11] The MAA Form 4 can be found on the MAA website, within the approvals section, at the following link: https://www.gov.uk/government/publications/maintenance-approved-organization-scheme-maos.	Yes
4807[07](11)	[07]	Authorized	Regulation	Provision to Staff of a Copy of Their Authorizations (MRP 145.A.35(k))	Personnel shall be given a copy of their authorizations, where applicable.	Yes
4807[07](11)062	[07]	Authorized	AMC	Provision to Staff of a Copy of Their Authorizations (MRP 145.A.35(k))	The organization should either provide staff with a copy of their authorizations (including copies of any subsequent authorizations) in hard copy or provide access to their authorizations by issuing a personal account for an approved information system, where used to retain such records.	Yes
4807[07](12)	[07]	Authorized	Regulation	Requirement to Produce Certification Authorization (MRP 145.A.35(l))	►Tradespersons, Supervisors and Coordinating / Certifying Staff◄ or, where applicable, the organization, shall produce their Certification Authorization to the MAA within 24 hours of request.	Yes
4807[07](12)064	[07]	Authorized	AMC	Requirement to Produce Certification Authorization (MRP 145.A.35(l))	Nil.	No
4807[07](13)	[07]	Authorized	Regulation	Minimum Age of Certifying Staff (MRP 145.A.35(m))	►Withdrawn – Not deemed regulatory material.◄	No

4807[07](13)066	[07]	Authorized	AMC	Minimum Age of Certifying Staff (MRP 145.A.35(m))	►Withdrawn – Not deemed regulatory material.◄	No
4808[07](01)	[07]	Authorized	Regulation	4808(1) - Regulation - Accounting of Equipment, Tools and Materials (MRP 145.A.40(a))	The organization shall: a. Ensure that it can account for any equipment, tool or material used on an Air System or component. b. Ensure that the Air System or component is clear of all equipment, tools and materials on completion of any Continuing Airworthiness activity.	Yes
4808[07](01)001	[07]	Authorized	AMC	4808(1).1 - AMC - Accounting of Equipment, Tools and Materials (MRP 145.A.40(a))	The organization should define and document a process that readily identifies when equipment, tools or materials are in-use on an Air System or component.	Yes
4808[07](01)002	[07]	Authorized	AMC	4808(1).2 - AMC - Accounting of Equipment, Tools and Materials (MRP 145.A.40(a))	The organization should define and document a process to readily identify on which Air System or component any equipment, tools or materials are in-use and by whom.	Yes
4808[07](01)003	[07]	Authorized	AMC	4808(1).3 - AMC - Accounting of Equipment, Tools and Materials (MRP 145.A.40(a))	The organization should define and document a process that identifies the whereabouts of all equipment, tools and materials at the following points, as a minimum: a. At the start and cease of the working day. b. At any handover or takeover of a task or shift personnel. c. When the loss of any equipment, tools or materials is suspected.	Yes
4808[07](01)004	[07]	Authorized	AMC	4808(1).4 - AMC - Accounting of Equipment, Tools and Materials (MRP 145.A.40(a))	All records of stocktake and accounting of equipment, tools or materials, to meet the requirements of Paragraph 3, should be retained. Retention periods should be at the discretion of a suitably nominated individual(s)[1], but as a minimum, records should be retained for a period not less than the frequency of any additional checks. [1] Refer to RA 4806(2) – Personnel Responsible to the Accountable Manager (Maintenance) (MRP 145.A.30(b)).	Yes
4808[07](01)005	[07]	Authorized	AMC	4808(1).5 - AMC - Accounting of Equipment, Tools and Materials (MRP 145.A.40(a))	The organization should define and document a process that controls equipment, tools and materials used within its facilities by another organization's personnel.	Yes
4808[07](02)	[07]	Authorized	Regulation	4808(2) - Regulation - Availability of Equipment, Tools and Materials (MRP 145.A.40(b))	The organization shall have available and use the necessary equipment, tools and materials to perform its intended (or, for Approved Maintenance Organizations (AMOs), approved) scope of work. a. Where the Air System Document Set (ADS) specifies a particular tool or equipment, the organization shall use that tool or equipment, unless the use of alternative tooling or equipment is agreed by the Type Airworthiness Authority (TAA), via approved procedures. For AMOs, such procedures shall be detailed in the Maintenance Organization Exposition (MOE)[3]. b. Equipment and tools shall be permanently available, except in the case of any tool or equipment that is so infrequently used that its permanent availability is not necessary. For AMOs, such cases shall be detailed in a MOE procedure. c. An organization carrying out Air System Maintenance shall have sufficient Air System access equipment and inspection platforms/docking available such that the Air System can be properly inspected when required. [3] Refer to RA 4816 – Maintenance Organization Exposition (MRP 145.A.70) - Approved Maintenance Organizations Only.	Yes
4808[07](02)010	[07]	Authorized	AMC	4808(2).10 - AMC - Common AMC	Nil.	No
4808[07](02)011	[07]	Authorized	AMC	4808(2).11 - AMC - Additional AMC - Military Maintenance Organizations (MMOs) only	Only Defence provided hand tools and Test and Measuring Equipment (TME) should be used. Such tools, including Precision Termination Tooling, and TME should be appropriately managed.	No
4808[07](02)012	[07]	Authorized	AMC	4808(2).12 - AMC - Additional AMC - AMOs only	Once the organization has determined the intended scope of approval for consideration by the MAA, it should be able to show that all tools and equipment as specified in the Technical Information can be made available when needed.	Yes
4808[07](03)	[07]	Authorized	Regulation	4808(3) - Regulation - Management and Calibration of Equipment and Tools (MRP 145.A.40(c))	The organization shall ensure that all tools, equipment and particularly test equipment, as appropriate, are controlled and calibrated according to an officially recognized standard, at a frequency to ensure serviceability and accuracy. Records of such calibrations and traceability to the standard used shall be kept by the organization.	Yes
4808[07](03)014	[07]	Authorized	AMC	4808(3).14 - AMC - Common AMC	The organization should have a procedure to inspect/service and, where appropriate, calibrate tools and equipment on a regular basis and indicate to users that the item(s) is within any inspection, service or calibration expiry limit. A clear system of labelling all tooling, equipment and test equipment should be employed and provide information on when the next inspection, service or calibration is due and if the item is unserviceable for any other reason that may not be obvious.	Yes
4808[07](03)015	[07]	Authorized	AMC	4808(3).15 - AMC - Common AMC	Any tools and equipment that the organization authorizes for use should be clearly identified and listed in a control register.	Yes
4808[07](03)016	[07]	Authorized	AMC	4808(3).16 - AMC - Common AMC	►Hand torque tools should be tested prior to use, using an appropriate and calibrated torque analyzer, to ensure the tool meets the required torque setting, as detailed within the respective Air System or Air System component TI, considering any tolerances.	Yes
4808[07](03)017	[07]	Authorized	AMC	4808(3).17 - AMC - Common AMC	Hand torque tools provided as Government Furnished Equipment should be managed and used iaw Hand Torque Tools General and TI.◄	No
4808[07](03)018	[07]	Authorized	AMC	4808(3).18 - AMC - Additional AMC - MMOs only	All hand tools and TME should be uniquely identified and stored in an authorized location.	No
4808[07](03)019	[07]	Authorized	AMC	4808(3).19 - AMC - Additional AMC - AMOs only	Inspection, service or calibration on a regular basis should be in accordance with the equipment manufacturer's instructions unless approved otherwise by the MAA.	Yes

4809[09](01)	[08]	Authorized	Regulation	Component Classification and Documentation (MRP 145.A.42(a))	Components shall be classified through documentation and appropriately segregated into the following categories: a. Serviceable condition: i. New components, sub-categorized as: (1) Standard Parts [2] used on aviation Products, Parts and Appliances when specified in the Instructions for Sustaining Type Airworthiness (ISTA) [3]released by the Type Airworthiness Authority (TAA) [4] . ►These can be referred to as Air System General Spares (AGS) and include nuts, bolts, washers, split pins, etc.◄ (2) Material both raw and consumable used in the course of Maintenance when the Maintenance organization is satisfied that the material meets the required specification and has appropriate traceability. (3) Non-Standard Parts, being those parts that do not fall under the definition of Standard Parts or material. ►Non-Standard Parts are normally more complex components subject to Modification, Repair and / or overhaul schemes.◄ ii. Used non-Standard Part components following test, Maintenance, Modification, overhaul or Repair. b. Unserviceable components. c. Unsalvageable / Scrap components which have reached their certified life limit or contain a non-repairable Fault shall not be permitted to re-enter the component supply system as a Serviceable component unless the TAA or a Military Aviation Authority (MAA) approved Design Organization (DO) has either: i. Extended certified life limits; or ii. Approved a recovery solution. 2 Refer to MAA02: MAA Master Glossary for definition. 3 Refer to RA 5815 – Instructions for Sustaining Type Airworthiness. 4 Where the Air System is ►not UK MOD-owned, Type Airworthiness (TAw) management◄ regulatory Responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model ►◄; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependent on the agreed delegation of TAw Responsibilities TAM may be read in place of TAA as appropriate throughout this RA.	Yes
4809[09](01)002	[08]	Authorized	AMC	Component Classification and Documentation (MRP 145.A.42(a)) - Common AMC	The identification, serviceability state and traceability of Products, Parts and Appliance components for an Air System is vital in maintaining the Airworthiness and operational role of an Air System. As such all components should be accompanied by appropriate documentation accurately reflecting their classification.	Yes
4809[09](01)003(a-e)	[08]	Authorized	AMC	Component Classification and Documentation (MRP 145.A.42(a)) - Common AMC	Appropriate Documentation. Within this RA two primary component documentation terms are used throughout for the classification of a component: a. Certificate of Conformity (CoC)[2]. A CoC should meet all the following conditions: (1) It is issued from the Original Equipment Manufacturer (OEM) for new components only. (2) It contains the information requirements of Defence Condition (DEFCON) 627[5]. (3) Traceability of Certification can be maintained. (4) CoCs for Air System's Products, Parts or Appliances should be retained dependent upon its through life traceability: (a) For items not traceable through Serial Numbers, for a minimum of 5 years beyond the Out of Service Date [6] of the Air System [7]. (b) For items traceable through Serial Numbers, to the same retention period of that of an Authorized Release Certificate (ARC), see paragraph 3.h(3). b. Original CoCs should be retained by the ►MOD◄ Organization that receipted the item into the MOD (eg Delivery Team (DT), ►MOD supply depot◄ or Main Operating Base (MOB)). A copy of the CoC should be provided within the MOD, as required, to allow confirmation of the conformity of the component. c. ►Approved Maintenance Organizations (AMOs) receiving components from outside of MOD supply chains should retain a copy of the CoC. A copy of the CoC should be sent with any forward movement of the component.◄ d. Standard Parts should be supplied in OEM primary packaging, unless it has been necessary to broach the primary packaging to satisfy a demand for a partial quantity. In this case a correctly completed MOD Form 3910 (Consumable Equipment Item Label) [8] should be attached to the item that is being dispatched to provide traceability to the original CoC. Note: The MOD Form 3910 itself does not constitute a CoC or ARC, it is a Consumable Equipment Item Label only, that replaces the component's original packaging label to provide the necessary identification and traceability to the CoC. e. MOD Form 3910s for Air System components (Airworthy Certified Items [9]) are differentiated from non-Air System components by the completion of the mandatory asterisked fields of "Batch No"►10◄ and "Manufacturer / Contract No", along with the "North Atlantic Treaty Organization (NATO) Stock Number (NSN)" and the "Short Item Name". It is these details that should be completed to provide traceability to the original CoC.	No

4809[09](01)003(f-i)	[08]	Authorized	AMC	Component Classification and Documentation (MRP 145.A.42(a)) - Common AMC	f. NSNs may be served by multiple Part Numbers which in some cases has included a mixture of Air Certified Items and Non-Air Certified Items [11]. An amendment has been submitted to the MOD Form 3910 to include Part Number as a separate field, however, in the interim to enable positive identification of items as Air Certified Items personnel should include the Part Number within brackets after the NSN on MOD Form 3910 compilation. g. ARC. An ARC contains the same information as a CoC with additional sections relevant to Repairable or life-limited non-Standard Parts, where accurate recording and traceability is essential in determining their Airworthiness throughout their lifetime. h. An ARC should meet all the following conditions: (1) Clearly identify the classification category of the component ie Serviceable, Unserviceable or unsalvageable / scrap. (2) Meet all the applicable12 requirements of DEFCON 627[5]paragraph 4. (3) Be retained until such time as the information contained is replaced, transferred or cleared and is therefore no longer of any Airworthiness value [13, 14]. (4) Provides life limiting data information or cross reference to its accessible Engineering Record Card data (hardcopy or digital), as appropriate. (5) Be supported by clear instructions for use, to ensure accuracy of completion. (6) Not contain a mixture of both Production and Maintenance (new and used) items. (7) Be signed (hardcopy or digital) by an individual authorized by the Organization to release the component under the appropriate classification. (8) ►Be an MAA approved ARC detailed in Annex A or a form that has an approved MAA's Alternative Acceptable Means of Compliance (AAMC), Waiver or Exemption (AWE) [15]. ◄ i. Forms detailed within Annex A have been reviewed by the MAA and should be accepted as ARCs when correctly completed within the defined contexts and signed by an authorized individual [16].	No
4809[09](01)004(a)	[08]	Authorized	AMC	Component Classification and Documentation (MRP 145.A.42(a)) - Common AMC	Component Classification. Components should be classified within the following classifications: a. Serviceable Components. All Serviceable components should be accompanied by appropriate documentation as: (1) New Components. New components should be accompanied into Service by a CoC or an ARC dependent upon the component type: (a) Standard Parts. Standard Parts should only be considered Serviceable providing they ►are either: i. Accompanied by an appropriate CoC or an ARC which provides full batch / lifing details, as appropriate. ii. Accompanied by an appropriate MOD issue voucher, the parts are in unbroached primary packaging and traceability to the CoC is maintained. When not in unbroached primary packaging, a correctly completed MOD Form 3910 should be present in lieu of the original packaging label.◄ (b) Standard Parts with MOD Form 3910s missing any of the data as detailed in paragraph 3.e, should not be issued to any Defence Aviation Maintenance Organization, or installed into any Air System or Air System component. Provenance (traceability to the original CoC that matches the items details in the ADS) should be established or clearance to issue should be obtained from the appropriate TAA or Commodity Chief Engineer (Commodity CE). (c) Where TAAs or Commodity CEs evaluate there is a need to use Standard Parts without Airworthiness provenance they should apply for a Waiver / Exemption15 against RA 4809(1) for 'The Use of Standard Parts Without Provenance'. (d) Any Waiver / Exemption application should include as a minimum: i. A Safety Assessment which should consider the criticality of the Standard Parts, taking into account the impact of failure of the component, including second and third order implications. ii. Instructions which should be implemented for Maintenance organizations, providing details of: (i) Areas where these Standard Parts should, or conversely, should not be fitted. (ii) Checks that should be performed to ensure that the Standard Part is of the correct NSN and Part Number. (iii) The minimum training and experience criteria and any local Authorization requirements that personnel should meet for determining if Standard Parts are appropriate for fitment in points (i) and (ii) above. (e) Raw and Consumable Material. Raw and consumable material should only be considered Serviceable if accompanied by documentation clearly relating to the material and containing the 'conformity to specification' statement as well as both the manufacturer and supplier17 source details. Examples of raw and consumable materials are: i. Raw material is any material that requires further work to make it into a component part of the Air System, such as metal, plastic, wood, fabric. ii. Consumable material is any material which is only used once, such as lubricants, cements, compounds, paints, chemical dyes and sealants. (f) ►New◄ Non-Standard Parts. ►New◄ Non-Standard Parts should be accompanied by ►an appropriate CoC or◄ ARC and contain correct and sufficient detail to enable the Organization to determine the parts suitability for use / installation. (2) Used Components. Used components released following test, Maintenance, Modification, overhaul or Repair should be released	No

4809[09](01)004(b-e)	[08]	Authorized	AMC	Component Classification and Documentation (MRP 145.A.42(a)) - Common AMC	b. Unserviceable Components. The organization should ensure the identification of any Unserviceable components by means of an 'Unserviceable' document, which should: (1) Be clearly identifiable as applying to an Unserviceable component. (2) Clearly pertain to the component by use of identifiable part / reference number18 and serial number details where applicable. (3) Provide a description of the Fault, defect or malfunctions reported or detected or cross reference to where these details are held. (4) Contain life limiting data information or cross reference to its accessible Engineering Record Card data (hardcopy or digital), as appropriate. (5) Be affixed by means to prevent unintentional separation from the component. c. Unsalvageable / Scrap Components. The following types of components should typically be classified as unsalvageable / scrap: (1) Components with non-Repairable Faults, whether visible or not to the naked eye. (2) Components that do not meet Design Specifications and cannot be brought into conformity with such specifications and are not approved for use as part of a DO's Concession. (3) Components subjected to unacceptable Modification or rework that is irreversible. (4) Certified life-limited components that have reached or exceeded their certified life limits or have missing or incomplete records. (5) Components that cannot be returned to an airworthy condition due to exposure to extreme forces, heat or an adverse environment. (6) Components for which conformity with an applicable Airworthiness Directive (AD) or Special Instruction (Technical) (SI(T)) cannot be accomplished. (7) Components for which Maintenance records and / or traceability to the manufacturer cannot be retrieved. d. Unsalvageable / scrap components should be segregated and clearly labelled as unsalvageable / scrap until they are disposed of in accordance with (iaw) extant Regulations and approved processes. e. As part of the disposal process consideration should be given to mutilation of the component to ensure it is beyond economical salvage or Repair	No
4809[09](01)005	[08]	Authorized	AMC	Component Classification and Documentation (MRP 145.A.42(a)) - Common AMC	Prior to the return and / or transfer of a non-Standard Part between Maintenance organizations or into the supply / logistics organization, the item should have its serviceability classification state determined19 by an appropriately authorized individual [16].	No
4809[09](01)006	[08]	Authorized	AMC	Component Classification and Documentation (MRP 145.A.42(a)) - Common AMC	►Annex B provides a summary of how components should be classified and the appropriate document that should be used to allow a Maintenance organization to accept the part.◄	No
4809[09](02)	[08]	Authorized	Regulation	Suitability of Components (MRP 145.A.42(b))	Prior to the installation of a component, ►or use of a material,◄ the organization shall satisfy itself that the ►◄component ►/ material◄ is suitable ►for installation / use.◄ To be considered suitable ►it◄ shall be: a. ►In an acceptable state. b. Within any applicable life limitations for use. c. Appropriately conditioned / released. d. At the correct Modification or AD / SI(T) standard, as applicable.◄	Yes
4809[09](02)018	[08]	Authorized	AMC	Suitability of Components (MRP 145.A.42(b)) - Common AMC	►Where components are not supplied through MOD contractual supply sources, Maintenance organizations should have a procedure in place for assessing suppliers [17] as part of its acceptance of components procedures.◄	Yes
4809[09](02)019	[08]	Authorized	AMC	Suitability of Components (MRP 145.A.42(b)) - Common AMC	The organization should check all supporting documentation for accuracy against the received component ►/ material.◄	Yes
4809[09](02)020	[08]	Authorized	AMC	Suitability of Components (MRP 145.A.42(b)) - Common AMC	The organization should carry out a physical inspection of the component ►/ material◄, prior to installation ►/ use.◄	Yes
4809[09](02)021	[08]	Authorized	AMC	Suitability of Components (MRP 145.A.42(b)) - Common AMC	The Organization should ensure that the component meets technical standards, such as the required design and Modification standard. This may be accomplished by reference to ISTA.	Yes
4809[09](02)022	[08]	Authorized	AMC	Suitability of Components (MRP 145.A.42(b)) - Common AMC	The organization should also ensure that the component ►/ material◄, complies with applicable SI(T)s or AD and be aware of the status of any life limited parts fitted to the Air System component.	Yes
4809[09](02)023	[08]	Authorized	AMC	Suitability of Components (MRP 145.A.42(b)) - Common AMC	For components that require an Engineering Record Card (ERC), the ERC should be controlled.	Yes
4809[09](02)024	[08]	Authorized	AMC	Suitability of Components (MRP 145.A.42(b)) - Common AMC	►For component / material subject to lifing, it should be within its life limitations.◄	Yes
4809[09](03)	[08]	Authorized	Regulation	Local Manufacture / Fabrication of Components (MRP 145.A.42(c))	4809(3) The local manufacture / fabrication of Air System Parts and Airborne Equipment by a Maintenance Organization shall require specific authorization. Such Parts / Equipment shall only be manufactured / fabricated iaw ISTA.	Yes

4809[09](03)028	[08]	Authorized	AMC	Local Manufacture / Fabrication of Components (MRP 145.A.42(c)) - Common AMC	Local manufacture / fabrication, inspection, assembly and test should be undertaken within the technical and procedural capability of the Maintenance Organization. All personnel should be specifically assessed as competent [15] for the tasks they are expected to complete.	Yes
4809[09](03)029	[08]	Authorized	AMC	Local Manufacture / Fabrication of Components (MRP 145.A.42(c)) - Common AMC	Any locally manufactured / fabricated Part should be subjected to an inspection stage before, and preferably independently from, any inspection of its installation. The inspection should establish full compliance with the relevant manufacturing data, and the component should be unambiguously identified as fit for use by stating conformity to the relevant ISTA.	Yes
4809[09](03)030	[08]	Authorized	AMC	Local Manufacture / Fabrication of Components (MRP 145.A.42(c)) - Common AMC	Adequate records should be maintained of all such local manufacture / fabrication processes including heat treatment and the final inspection.	Yes
4809[09](03)031	[08]	Authorized	AMC	Local Manufacture / Fabrication of Components (MRP 145.A.42(c)) - Common AMC	All Parts, unless size prohibits it, should carry a Part Number which clearly relates it to the manufacturing / inspection data. Additional to the Part Number, the Organization's identity should be marked on the component for traceability purposes.	Yes
4809[09](03)032	[08]	Authorized	AMC	Local Manufacture / Fabrication of Components (MRP 145.A.42(c)) - Additional AMC - MMOs only	The local manufacture / fabrication of Air System Parts should be undertaken iaw approved orders and procedures[23]. [23] Refer to RA 4815(2): Procedures for Good Maintenance Practices (MRP 145.A.65(b)).	No
4809[09](03)033	[08]	Authorized	AMC	Local Manufacture / Fabrication of Components (MRP 145.A.42(c)) - Additional AMC - Approved Maintenance Organizations (AMOs) only	The agreement by the MAA for the local manufacture / fabrication of Parts by the AMO should be formalized through the approval of a detailed procedure [24] in the Maintenance Organization Exposition (MOE). [24] Refer to RA 4965 – Local Manufacture Assurance – MRP Part M Sub Part C.	Yes
4809[09](03)034	[08]	Authorized	AMC	Local Manufacture / Fabrication of Components (MRP 145.A.42(c)) - Additional AMC - Approved Maintenance Organizations (AMOs) only	AMOs should only locally manufacture / fabricate Parts within its own facilities iaw procedures identified in the exposition and approved by the MAA.	Yes
4809[09](03)035	[08]	Authorized	AMC	Local Manufacture / Fabrication of Components (MRP 145.A.42(c)) - Additional AMC - Approved Maintenance Organizations (AMOs) only	Items locally manufactured / fabricated by an AMO should only be used by that Organization in the course of test, Maintenance, Modification, overhaul or Repair of Air Systems or Parts undergoing work within its own facility. The permission to locally manufacture / fabricate does not constitute approval to manufacture multiple items, or to supply externally. A MOD Form 731 (or equivalent) annotated in red ink, “FABRICATED ITEM IAW RA 4809(3) (MRP 145.A.42(c)) FOR EXCLUSIVE USE BY THE FABRICATING ORGANIZATION WITHIN ITS OWN FACILITIES” should be attached to the Part. This prohibition also applies to the bulk transfer of surplus inventory, in that locally manufactured / fabricated components are physically segregated and excluded from any delivery certification.	Yes
4809[09](03)036	[08]	Authorized	AMC	Local Manufacture / Fabrication of Components (MRP 145.A.42(c)) - Additional AMC - Approved Maintenance Organizations (AMOs) only	Local manufacture / fabrication of Parts, Modification kits, etc, for onward supply and / or sale, should not be conducted by an AMO, unless they have been specifically contracted to produce items by the MOD.	Yes
4809[09](03)037	[08]	Authorized	AMC	Local Manufacture / Fabrication of Components (MRP 145.A.42(c)) - Additional AMC - Approved Maintenance Organizations (AMOs) only	If an AMO is separately contracted to produce items by the MOD, the AMO should be aware that the production contract falls outside of the MRP Part 145 approval.	No
4809[09](03)038	[08]	Authorized	AMC	Local Manufacture / Fabrication of Components (MRP 145.A.42(c)) - Additional AMC - Approved Maintenance Organizations (AMOs) only	When locally manufacturing / fabricating Parts, care should be taken to ensure that the data used includes details of Part Numbering, dimensions, materials, processes, and any special manufacturing techniques, special raw material specification and / or incoming inspection requirement and that the approved Organization has the necessary capability. That capability should be defined in the MOE. Where special processes or inspection procedures are defined in the ISTA, which are not available at the Organization, the Organization should not locally manufacture / fabricate the Part unless the Air System TAA gives an approved alternative. This principle also applies to the technique of 3D printing / additive manufacturing.	Yes
4809[09](03)039	[08]	Authorized	AMC	Local Manufacture / Fabrication of Components (MRP 145.A.42(c)) - Additional AMC - Approved Maintenance Organizations (AMOs) only	All locally manufactured / fabricated Parts ►(including those locally manufactured / fabricated to pattern)◄ should be manufactured / fabricated iaw ISTA approved by the TAA.	Yes
4809[09](03)040	[08]	Authorized	AMC	Local Manufacture / Fabrication of Components (MRP 145.A.42(c)) - Additional AMC - Approved Maintenance Organizations (AMOs) only	For civil-derivative Air Systems, where a Type Certificate holder, DO or an approved Production Organization is prepared to make available complete data which is not referred to in ISTA, but provides manufacturing drawings for items specified in Parts lists, the local manufacture / fabrication of these items should not be considered as within the scope of an Organization’s approval, unless agreed otherwise by the TAA iaw a procedure specified in the exposition.	Yes

4810[07](01)	[07]	Authorized	Regulation	4810(1) - Regulation - Use of Approved and Current Technical Information (MRP 145.A.45(a))	The organization shall hold and use applicable, approved and current TI in the performance of Maintenance, including Modifications and repairs. In the case of TI provided by the Military Continuing Airworthiness Management Organization (Mil CAMO), the organization shall hold such data when the work is in progress, noting the additional requirements of RA 4813(3)[1]. [1] Refer to RA 4813(3) – Management of Retained Maintenance Records (MRP 145.A.55(c).	Yes
4810[07](01)004	[07]	Authorized	AMC	4810(1).4 - AMC - Use of Approved and Current Technical Information (MRP 145.A.45(a))	Nil.	No
4810[07](02)	[07]	Authorized	Regulation	4810(2) - Regulation - Scope of Applicable Technical Information (MRP 145.A.45(b))	To complement its MAA02[2] definition, for the purposes of MRP Part 145, applicable Technical Information[3] shall also include, but not be limited to, any of the following: a. Any applicable requirement, procedure, operational directive or information issued by the authority responsible for the oversight of the Air System or component. b. Any applicable Special Instructions (Technical) (SI(T)) or Airworthiness Directives (AD) issued by the authority responsible for the oversight of the Air System or component. c. Continuing Airworthiness instructions issued by the MAA-approved Design Organization, or the Military Continuing Airworthiness Manager (Mil CAM). d. Any applicable standard, such as, but not limited to, Maintenance standard practices recognized by the MAA as a good standard for Maintenance. e. Any applicable information issued in accordance with RA 4810(4)[4]. [2] Refer to MAA02: MAA Master Glossary. [3] Refer to RA 5815 - Instructions for Sustaining Type Airworthiness. [4] Refer to RA 4810(4): Modification of Technical Information (MRP 145.A.45(d))	Yes
4810[07](02)006	[07]	Authorized	AMC	4810(2).6 - AMC - Scope of Applicable Technical Information (MRP 145.A.45(b))	An organization undertaking Air System and/or uninstalled engine/Auxiliary Power Unit (APU) Maintenance should hold and use the following additional TI, where published: a. The appropriate sections of the Air System Document Set[5], including all relevant Technical Publications, or engine/APU Technical Publications, depending on the organization's planned scope of work whether a Military Maintenance Organization (MMO) or a contracted Maintenance organization seeking approval. b. Service Bulletins, Service Letters and service instructions (all covered in the MOD system by SI(T)s). c. Modification leaflets. d. Non-Destructive Testing/Non-Destructive Inspection manual. [5] Refer to RA 1310(1): The Air System Document Set.	Yes
4810[07](02)007	[07]	Authorized	AMC	4810(2).7 - AMC - Scope of Applicable Technical Information (MRP 145.A.45(b))	An organization undertaking component Maintenance, other than complete engines/APUs, should hold and use the following additional TI, where published: a. The appropriate sections of the vendor Maintenance and repair manual. b. MOD SI(T)s, Service Bulletins and Service Letters.	Yes
4810[07](02)008	[07]	Authorized	AMC	4810(2).8 - AMC - Scope of Applicable Technical Information (MRP 145.A.45(b))	An organization undertaking only specialized services (e.g. Non-Destructive Testing) should hold and use all applicable specialized service(s) process specifications.	Yes
4810[07](03)	[07]	Authorized	Regulation	4810(3) - Regulation - Requirement to Inform Technical Information Author of Errors (MRP 145.A.45(c))	The organization shall use a recognized procedure to ensure that, if found, any errors[6] in TI used by Maintenance personnel are recorded and notified to the TI sponsor. [6] Including inaccurate, incomplete or ambiguous TI.	Yes
4810[07](03)013	[07]	Authorized	AMC	4810(3).13 - AMC - Requirement to Inform Technical Information Author of Errors (MRP 145.A.45(c))	The procedure should ensure that when Maintenance personnel discover inaccurate, incomplete or ambiguous information in the TI they will record the details. The procedure should then ensure that the Maintenance organization notifies the problem to the authorized sponsor of the TI in a timely manner.	Yes

4810[07](03)014	[07]	Authorized	AMC	4810(3).14 - AMC - Requirement to Inform Technical Information Author of Errors (MRP 145.A.45(c))	A record of such communications to the authorized sponsor of the TI should be retained by the Maintenance organization until such time as the authorized sponsor has clarified the issue by, for example, amending the TI.	Yes
4810[07](03)015	[07]	Authorized	AMC	4810(3).15 - AMC - Requirement to Inform Technical Information Author of Errors (MRP 145.A.45(c))	The procedure should be specified in the Maintenance organization Exposition (MOE) or orders as applicable.	Yes
4810[07](04)	[07]	Authorized	Regulation	4810(4) - Regulation - Modification of Technical Information (MRP 145.A.45(d))	The organization shall only modify TI in accordance with an approved procedure. For all modifications to TI, the organization shall demonstrate that they result in equivalent or improved Maintenance standards and shall inform the TAA[7] and Mil CAMO or other approved organization of such changes. [7] Where the Air System is Civilian-Owned, ownership of regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model for Type Airworthiness (TAw) management; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA.	Yes
4810[07](04)018	[07]	Authorized	AMC	4810(4).18 - AMC - Common AMC	Nil.	No
4810[07](04)019	[07]	Authorized	AMC	4810(4).19- AMC - Additional AMC - MMOs only	Nil.	No
4810[07](04)020	[07]	Authorized	AMC	4810(4).20 - AMC - Additional AMC - AMOs only	The procedure should address the need for the organization to seek authority from the originating organization to deviate from relevant TI.	Yes
4810[07](04)021	[07]	Authorized	AMC	4810(4).21 - AMC - Additional AMC - AMOs only	The procedure should include a requirement to retain a paper/electronic record of the complete process from start to finish and ensure that the relevant TI clearly identifies the modification.	Yes
4810[07](05)	[07]	Authorized	Regulation	4810(5) - Regulation - Common Work Card or Work Sheet (MRP 145.A.45(e))	The organization shall provide a common work card or work sheet system to be used throughout relevant parts of the organization, to be used as follows: a. The organization shall either transcribe accurately the Technical Information[9] onto such work cards or work sheets, or make precise reference to the particular Maintenance task or tasks contained in such Technical Information. b. Work cards and work sheets that are computer generated and held on an electronic database shall be subject to both adequate safeguards against unauthorized alteration and a back-up electronic database, which shall be updated within 24 hours of any entry made to the main electronic database. c. Complex Maintenance tasks shall be transcribed onto the work cards or work sheets and subdivided into clear stages to ensure a record of the accomplishment of the complete Maintenance task. d. The organization shall establish processes to ensure that all work cards and/or work sheets are completed in a correct and consistent manner. [9] Refer to RA 4810(2): Applicable Technical Information (MRP 145.A.45(b)) and RA 4810(4) – Modification of Technical Information (MRP 145.A.45(d))	Yes
4810[07](05)024	[07]	Authorized	AMC	4810(5).24 - AMC - Common Work Card or Work Sheet (MRP 145.A.45(e))	Maintenance organizations should only record Maintenance on sponsor[10] approved forms, work cards and work sheets. Such documents should be completed in accordance with the sponsor's respective Instructions for Use and processes. [10] Air System and Air System equipment specific MOD Form 700 numerical series forms are sponsored by an authorized individual within a Delivery Team. The MAA sponsors all other MOD Form 700 numerical series forms.	Yes
4810[07](05)025	[07]	Authorized	AMC	4810(5).25 - AMC - Common Work Card or Work Sheet (MRP 145.A.45(e))	Work cards should differentiate and specify, when relevant, disassembly, accomplishment of task, reassembly and testing.	Yes
4810[07](06)	[07]	Authorized	Regulation	4810(6) - Regulation - Availability of Technical Information (MRP 145.A.45(f))	The organization shall ensure that all applicable TI is readily available for use when required by Maintenance personnel.	Yes
4810[07](06)031	[07]	Authorized	AMC	4810(6).31 - AMC - Availability of Technical Information (MRP 145.A.45(f))	TI should be available in close proximity to the Air System being maintained, for the relevant staff to study.	Yes
4810[07](06)032	[07]	Authorized	AMC	4810(6).32 - AMC - Availability of Technical Information (MRP 145.A.45(f))	Where TI is held electronically, or on microfilm / microfiche, the number of terminals to access the data should be sufficient in relation to the size of the work programme to enable easy access for ►Tradespersons, Supervisors and Coordinating / Certifying Staff.◄	Yes
4810[06](07)	[07]	Authorized	Regulation	4810(7) - Regulation - Maintaining the Amendment State of Technical Information (MRP 145.A.45(g))	The organization shall establish a procedure to ensure that TI it controls is kept up to date. In the case of an AMO using MOD-sponsored TI, the AMO shall be able to show that either it has written confirmation from the MOD that all such TI is up to date, or it has work orders specifying the amendment status of the TI to be used, or it can show that it is on the MOD-sponsored TI amendment list.	Yes

4810[07](07)034	[07]	Authorized	AMC	4810(7).34 - AMC - Maintaining the Amendment State of Technical Information (MRP 145.A.45(g))	To keep data up to date, a procedure should be set up to monitor the amendment status of all data and maintain a check that all amendments are being received by being a subscriber to any document amendment scheme. Alternatively, a suitable arrangement should be made with the relevant Mil CAMO to receive data amendments.	Yes
4810[07](07)035	[07]	Authorized	AMC	4810(7).35 - AMC - Maintaining the Amendment State of Technical Information (MRP 145.A.45(g))	Where Electronic Technical Publications, Logistic Information Systems or microfilm/microfiche readers are used, a control procedure should also be in place to ensure that, where prints are produced, out of date data is not used.	Yes
4811[05](01)	[05]	Authorized	Regulation	4811(1) - Regulation - Maintenance Planning System (MRP 145.A.47(a))	The organization shall have a system appropriate to the amount and complexity of work to plan the availability of all necessary personnel, tools, equipment, material, Technical Information and facilities in order to ensure the safe completion of the Maintenance work.	Yes
4811[05](01)001	[05]	Authorized	AMC	4811(1).1 - AMC - Maintenance Planning System (MRP 145.A.47(a))	For the purpose of MRP Part 145, the Maintenance planning function should include 2 complementary elements: a. Scheduling the Maintenance work ahead, to ensure that it will not adversely interfere with other work with regards to the availability of all necessary personnel, tools, equipment, material, Technical Information and facilities. b. During Maintenance work, organizing Maintenance teams and shifts and provide all necessary support to ensure the completion of Maintenance without undue time pressure.	Yes
4811[05](01)002	[05]	Authorized	AMC	4811(1).2 - AMC - Maintenance Planning System (MRP 145.A.47(a))	When establishing the Maintenance planning procedure, consideration should be given to the following, where applicable: a. Logistics, supply coordination and inventory control. b. Square metres of working accommodation. c. ►Working hours◄ estimation. d. ►Working hours◄ availability. e. Preparation of work. f. Hangar availability. g. Environmental conditions (access, lighting standards and cleanliness). h. Scheduling of Safety critical tasks	Yes
4811[05](02)	[05]	Authorized	Regulation	4811(2) - Regulation - Human Factors Limitations (MRP 145.A.47(b))	The planning of Maintenance tasks, and the organizing of shifts, shall take into account Human Factors Limitations.	Yes
4811[05](02)006	[05]	Authorized	AMC	4811(2).6 - AMC - Human Factors Limitations (MRP 145.A.47(b))	Human Factors Limitations, in the context of this Regulation, refers to the upper and lower limits, and variations, of certain aspects of human performance (circadian rhythm, 24 hours body cycle, etc) which personnel should be aware of when planning work and shifts.	Yes
4811[05](03)	[05]	Authorized	Regulation	4811(3) - Regulation - Handover of Maintenance Tasks (MRP 145.A.47(c))	When it is required to hand over the continuation or completion of Maintenance tasks for reasons of a shift or personnel changeover, relevant information shall be adequately communicated between outgoing and incoming personnel.	Yes
4811[05](03)008	[05]	Authorized	AMC	4811(3).8 - AMC - Handover of Maintenance Tasks (MRP 145.A.47(c))	Maintenance organizations should have a procedure for shift and task handover, addressing the following 3 elements: a. The outgoing person's ability to understand and communicate the important elements of the job or task being passed over to the incoming person. b. The incoming person's ability to understand and assimilate the information being provided by the outgoing person. c. A formalized process for exchanging information between outgoing and incoming persons and a planned shift overlap and a place for such exchanges to take place.	Yes
4812[09](01-02)	[09]	Authorized	Regulation	Certification of Air System Release (MRP 145.A.50(a)) Air System Release for Flight (MRP 145.A.50(b))	4812(1) The Certification of Air System Release shall be endorsed by appropriately authorized ►Coordinating / Certifying Staff◄ on behalf of the organization when it has been verified that all Maintenance has been properly carried out by the organization in accordance with (iaw) approved procedures, taking into account the availability and use of the Technical Information (TI) [3], and that there are no non-compliances which are known to endanger Air Safety. 4812(2) The Certification of Air System Release shall be endorsed before flight at the completion of any Maintenance on the Air System. [3] Refer to RA 4810 – Technical Information (MRP 145.A.45).	Yes
4812[09](01-02)004	[09]	Authorized	AMC	Certification of Air System Release (MRP 145.A.50(a)) Air System Release for Flight (MRP 145.A.50(b)) - Common AMC	4. The person endorsing the Certification of Air System Release and Air System Release for Flight should use their normal signature except in the case where electronic certification is used. Electronic signatures should be unique to an individual, provide traceability of certification and only permit certification in line with the individuals authorizations.	Yes
4812[09](01-02)005	[09]	Authorized	AMC	Certification of Air System Release (MRP 145.A.50(a)) Air System Release for Flight (MRP 145.A.50(b)) - Additional AMC - Military Maintenance Organizations (MMOs) only	5. Certification of Air System Release and Air System Release for Flight should be recorded using MOD Form 700 or electronic Information System equivalent [4] documentation. [4] Refer to RA 1223 – Airworthiness Information Management.	No

4812[09](01-02)006	[09]	Authorized	AMC	Certification of Air System Release (MRP 145.A.50(a)) Air System Release for Flight (MRP 145.A.50(b)) - Additional AMC - AMOs only	6. The Certification of Air System Release should be accompanied by a statement declaring that the work has been carried out iaw the appropriate Regulations, as follows: a. In the case of Air Systems using the MOD Form 700 as the technical log, this statement is made by virtue of completing the paperwork iaw the relevant processes and the Instructions for Use of each form; no further statement is required. b. Where alternative documentation is used, the following statement should be used: 'Certifies that the work specified except as otherwise specified was carried out iaw MRP Part 145 and in respect to that work the Air System is considered ready for use'.	Yes
4812[09](01-02)007	[09]	Authorized	AMC	Certification of Air System Release (MRP 145.A.50(a)) Air System Release for Flight (MRP 145.A.50(b)) - Additional AMC - AMOs only	7. The document on which the Certification of Air System Release is endorsed should: a. Relate to the Maintenance task ordered or the appropriate elements of the Air System Maintenance manual, which itself may cross-refer to other Technical Publications, Special Instructions (Technical) (SI(T)s), etc. b. Include or refer to the date such Maintenance was carried out and when the Maintenance took place relative to any life or overhaul limitation in terms of date / flying hours / cycles / landings etc. as appropriate.	Yes
4812[09](01-02)008	[09]	Authorized	AMC	Certification of Air System Release (MRP 145.A.50(a)) Air System Release for Flight (MRP 145.A.50(b)) - Additional AMC - AMOs only	8. When extensive Maintenance has been carried out and the document containing the Certification of Air System Release summarizes this Maintenance, a unique cross-reference to the work package should be included. This work package should contain full details of Maintenance carried out, retaining any dimensional information.	Yes
4812[09](03)	[09]	Authorized	Regulation	New Faults (MRP 145.A.50(c))	4812(3) New Faults or incomplete Maintenance work orders identified during Air System Maintenance shall be brought to the attention of the appropriate engineering manager and / or the Military Continuing Airworthiness Management Organization (Mil CAMO) for the specific purpose of obtaining agreement to rectify such Faults or completing the missing elements of the Maintenance work order. In the case where the appropriate engineering manager and / or the Military Continuing Airworthiness Management Organization (Mil CAM) declines to have such Maintenance carried out under this paragraph, RA 4812(5) [5] shall be applicable	Yes
4812[09](03)013	[09]	Authorized	AMC	New Faults (MRP 145.A.50(c))	13. Referral to the Mil CAMO should take place when the rectification of such Fault or completion of such Maintenance will affect the Air System's availability to the respective Front Line Command.	Yes
4812[09](03)014	[09]	Authorized	AMC	New Faults (MRP 145.A.50(c))	14. An Air System should be considered unserviceable and therefore requiring Corrective Maintenance (unless such Maintenance is deferred [5]) whenever: a. A Fault is reported to, or detected by, the Maintenance Organization. b. A loose article is suspected or confirmed. c. A component / item is cannibalized.	Yes
4812[09](04)	[09]	Authorized	Regulation	Certification of Component Release and Cannibalization (MRP 145.A.50(d))	4812(4) A document containing the Certification of Component Release shall be issued on the following occasions: a. At the completion of any Maintenance on a component whilst off the Air System. Note: When an AMO maintains a component for its own use, a formal Certificate of Component Release may not be necessary, but the organization's internal release procedures shall be defined in the Maintenance Organization Exposition (MOE). b. When a component is removed as serviceable from an Air System or assembly. Note: Personnel making Airworthiness decisions on behalf of the Mil CAM for the Cannibalization of components from an Air System or assembly shall have their competence assessed and be authorized iaw RA 4945(3) [8]. [8] Refer to RA 4945(3): Personnel Competence and MRP Part M Authorization.	Yes
4812[09](04)016	[09]	Authorized	AMC	Certification of Component Release and Cannibalization (MRP 145.A.50(d)) - Common AMC	16. A component which has been maintained off the Air System should be endorsed by appropriately authorized [9] ►Coordinating / Certifying Staff◄ with a Certification of Component Release on a MOD Form 731 or equivalent [10], for such Maintenance, with one exception as detailed in the Regulatory Statement [11]. [9] Refer to RA 4806(5): Personnel Competences and Authorization (MRP 145.A.30(d)). [10] Refer to RA 4809(1): Component Classification (MRP 145.A.42(a)). [11] Refer to the note to RA 4812(4)a (MRP 145.A.50(d)a).	Yes
4812[09](04)017	[09]	Authorized	AMC	Certification of Component Release and Cannibalization (MRP 145.A.50(d)) - Additional AMC - MMOs only	17. Cannibalization of ►components◄ from Air Systems and uninstalled Air System equipment should be strictly controlled and documented by appropriately authorized personnel [9].	No
4812[09](04)018	[09]	Authorized	AMC	Certification of Component Release and Cannibalization (MRP 145.A.50(d)) - Additional AMC - AMOs only	The appropriately-rated AMO should ensure that all reasonable measures have been taken to ensure that only approved and Serviceable Air System components are endorsed with a Certification of Component Release. Such Certification should not be endorsed for any item when it is known that the item is Unserviceable, except ►: a. In the case of an item undergoing a series of Maintenance processes at several Maintenance organizations and a document containing a Certification of Component Release is required to accompany the component to enable an organization to accept the item for subsequent Maintenance processes. In this instance, a clear mark of the component's serviceability (or a Statement of Limitation) should be endorsed with the Certification of Component Release. b. When an authorized TAA approved Concession approves the use of the component [16].◄ 16 ►Refer to RA 4812(6): Component Concessions.◄	Yes

4812[09](04)019	[09]	Authorized	AMC	Certification of Component Release and Cannibalization (MRP 145.A.50(d)) - Additional AMC - AMOs only	19. The Certification of Component Release endorsed iaw this Regulation should be annotated with a statement confirming that the item has been inspected. In addition, the following should be specified: a. When the last Maintenance was carried out and by whom. b. If the component is unused, when the component was manufactured and by whom with a cross reference to any original documentation, which should be included with the certificate. c. A list of all Airworthiness Directives (ADs) / SI(T)s, repairs and Modifications known to have been incorporated or, if no ADs / SI(T)s, repairs or Modifications are known to be incorporated, then this should be so stated. d. Detail of life used for service life limited ►components◄ being any combination of fatigue, overhaul or storage life. e. Details, if applicable, of the Air System component's Maintenance history record, as long as the record contains details that would otherwise be required on the Certificate of Component Release. The Maintenance history record and acceptance test report or statement, if applicable, should be attached to the Certificate of Component Release. Note: Where the Certification of Component Release is endorsed on a MOD Form 731, completed iaw the appropriate Instructions for Use, it meets the requirements of paragraph ►19.◄	Yes
4812[09](04)020	[09]	Authorized	AMC	Certification of Component Release and Cannibalization (MRP 145.A.50(d)) - New / Unused Air System Components - AMOs only	20. If a Certification of Component Release is to be endorsed for a stored and unused Air System component without an existing Certification of Component Release endorsed iaw this Regulation, the following should be contained within the procedure for endorsing the Certification of Component Release, which should be defined within the MOE: a. An acceptance test report or statement should be available for all used and unused Air System components that are subjected to acceptance testing after manufacturing or Maintenance. b. The Air System component should be inspected for compliance with the manufacturer's instructions and limitations for storage and condition, including any requirement for limited storage life, inhibitors, controlled climate and special storage containers. In addition, or in the absence of specific storage instructions, the Air System component should be inspected for damage, corrosion and leakage to ensure good condition. c. The storage life used of any storage life limited ►components◄ should be established. d. If it is not possible to establish satisfactory compliance with all applicable conditions specified in sub-paragraphs ►20.a to 20.c◄ inclusive, the Air System component should be disassembled by an appropriately rated AMO and subjected to a check for incorporated ADs / SI(T)s, repairs and Modifications and inspected / tested iaw the manufacturer's Maintenance instructions to establish satisfactory condition and, if relevant, all seals, lubricants and life limited ►components◄ replaced. On satisfactory completion after reassembly, a Certification of Component Release may be endorsed stating what was carried out and the reference of the manufacturer's Maintenance instructions included.	Yes
4812[09](04)021	[09]	Authorized	AMC	Certification of Component Release and Cannibalization (MRP 145.A.50(d)) - New / Unused Air System Components - AMOs only	21. The certification / release of a stored but unused Air System component iaw paragraph ►20◄ should be considered as a Maintenance release under MRP Part 145 and not a production release. It is not intended to bypass a production release procedure agreed by the MAA for ►components◄ intended for fitment on the manufacturer's own production line.	Yes
4812[09](04)022	[09]	Authorized	AMC	Certification of Component Release and Cannibalization (MRP 145.A.50(d)) - Components removed as serviceable from an Air System - AMOs only	22. If a Certification of Component Release is to be endorsed for a serviceable Air System Component removed from a UK military registered Air System, the following should be complied with: a. The AMO should ensure that the component was removed from the Air System by an appropriately authorized [9] person. b. The Air System component should only be deemed serviceable if there were no Faults of that component / related system evident during its most recent period of operation. c. The Air System component should be inspected for satisfactory condition including in particular damage, corrosion or leakage and compliance with any additional manufacturer's Maintenance instructions. d. The Air System Maintenance records should be researched for any unusual events that could affect the serviceability of the Air System component such as involvement in Accidents, Incidents, heavy landings or lightning strikes. Under no circumstances should a Certification of Component Release be endorsed if it is suspected that the Air System component has been subjected to extremes of stress, temperatures or immersion. e. A Maintenance history record should be available for all used serialized Air System components. f. Any Modification embodiment and previous repairs should be established. g. The flight hours / cycles / landings as applicable of any service life limited ►components◄ including time since overhaul should be established. h. Compliance with known applicable ADs / SI(T)s should be established. i. Any Maintenance required by the TAA7 or Mil CAM should be carried out (for example, a Standard Serviceability Test). j. The document containing the Certification of Component Release should contain the information as specified in paragraph ►20◄, including the identification of the Air System from which the Air System component was removed.	Yes
4812[09](04)023	[09]	Authorized	AMC	Certification of Component Release and Cannibalization (MRP 145.A.50(d)) - Components removed as serviceable from an Air System - AMOs only	23. Certification of Component Release for serviceable Air System components removed from any Air System other than a UK military registered Air System should only be endorsed if the components are leased or loaned from a Maintenance organization approved under MRP Part 145, who retains control of the Airworthiness status of the components.	No

4812[09](04)024	[09]	Authorized	AMC	Certification of Component Release and Cannibalization (MRP 145.A.50(d)) - Components removed from an Air System withdrawn from service - AMOs only	24. If a Certification of Component Release is to be endorsed for a serviceable Air System Component removed from a UK military registered Air System withdrawn from service, the following should be complied with: a. Air Systems withdrawn from service and dismantled for spares should only be accomplished under the control of an AMO, employing procedures approved by the MAA. b. To be eligible for installation, components removed from such Air Systems should be endorsed with a Certification of Component Release by an appropriately rated AMO following a satisfactory assessment, as detailed in this AMC. c. As a minimum, the assessment should satisfy the standards set out in paragraphs ►22 and 23◄, as appropriate. This should, where known, include the possible need for the alignment of Preventive Maintenance that may be necessary to comply with the Maintenance programme applicable to the Air System on which the component is to be installed. d. The AMO responsible for certifying any removed components should satisfy itself that the manner in which the components were removed and stored are compatible with the requirements of MRP Part 145. e. A structured plan should be formulated to control the Air System disassembly process. The disassembly should be carried out by an appropriately rated AMO, under the supervision of ►Coordinating / Certifying Staff◄, who should ensure that the Air System components are removed and documented in a structured manner iaw the appropriate TI and disassembly plan. f. All recorded Air System Faults should be reviewed and the possible effects these may have on both normal and standby functions of removed components are to be considered. g. Dedicated control documentation should be used as detailed by the disassembly plan, to facilitate the recording of all Maintenance actions and component removals performed during the disassembly process. Components found to be unserviceable should be identified as such and quarantined pending a decision on the actions to be taken. Records of the Maintenance accomplished to establish serviceability should form part of the component Maintenance history. h. Suitable MRP Part 145 facilities for the removal and storage of removed components should be used, which include suitable environmental conditions, lighting, access equipment, Air System tooling and storage facilities for the work to be undertaken. While it may be acceptable for components to be removed, given local environmental conditions, without the benefit of an enclosed facility, subsequent disassembly (if required) and storage of the components should be iaw manufacturer's recommendations.	Yes
4812[09](04)025	[09]	Authorized	AMC	Certification of Component Release and Cannibalization (MRP 145.A.50(d)) - Components maintained by organizations without MAA approval - AMOs only	25. ►When an AMO subcontracts Maintenance activities to a non-MRP Part 145 organization the Subcontracted organization's facilities, personnel and procedures involved with the AMO's Products, Parts and Appliances undergoing Maintenance should be subsumed into the AMO. These Subcontracted facilities, personnel and procedures should work under the contracting AMO's Quality System and the AMO's MRP Part 145 approval is effectively extended to include the subcontractor.	Yes
4812[09](04)026	[09]	Authorized	AMC	Certification of Component Release and Cannibalization (MRP 145.A.50(d)) - Components maintained by organizations without MAA approval - AMOs only	26. It therefore follows that those parts of the subcontractor's facilities, personnel and procedures should meet MRP Part 145 requirements for the duration of that Maintenance. It remains the contracting AMO's responsibility to ensure such requirements are satisfied, as it retains accountability for all actions and outputs of the Subcontracted organization.	Yes
4812[09](04)027	[09]	Authorized	AMC	Certification of Component Release and Cannibalization (MRP 145.A.50(d)) - Components maintained by organizations without MAA approval - AMOs only	27. All Subcontracted organizations should be listed within the contracting AMO's Maintenance Organization Exposition.◄	Yes
4812[09](04)028	[09]	Authorized	AMC	Certification of Component Release and Cannibalization (MRP 145.A.50(d)) - Components maintained by organizations without MAA approval - AMOs only	28. If a Certification of Component Release is to be endorsed for a Component maintained by a Maintenance organization without MRP Part 145 approval, the Accountable Manager (Maintenance) should establish satisfactory conditions by ensuring that: a. The Subcontracted Maintenance Organization carrying out the Component Maintenance is listed in the AMO's Maintenance Organization Exposition (MOE) [12]. b. The competency of the Subcontracted Maintenance Organization has been assessed [13]. c. ►◄ d. Procedures are in place to control the use of subcontractors, which should include sample audits [14]. [12] Refer to RA 4816 – Maintenance Organization Exposition (MRP 145.A.70) - Approved Maintenance Organizations only. [13] Refer to RA 1005 – Contracting with Competent Organizations. [14] Refer to RA 4817(1): Privileges of the Organization (MRP 145.A.75(a)), paragraph 5.	No
4812[09](04)029	[09]	Authorized	AMC	Certification of Component Release and Cannibalization (MRP 145.A.50(d)) - Components removed from an Air System involved in an accident or incident - AMOs only	29. Components removed from Air Systems involved in an Accident or Incident (including, but not limited to heavy landings and lightning strikes) should only be endorsed with a Certification of Component Release when processed iaw paragraph ►22◄ and a specific work order including all additional tests and inspections made necessary by the Accident or Incident. Such a work order may require input from the TAA [7] or MAA-approved Design Organization, as appropriate. This work order should be referenced with the Certification of Component Release.	Yes

4812[09](05)	[09]	Authorized	Regulation	Deferred and Incomplete Maintenance (MRP 145.A.50(e))	4812(5) By derogation to RA 4812(1) [17], an organization may endorse a Certification of Air System Release on the following occasions: a. When an appropriately authorized individual agrees to defer outstanding corrective or preventive Maintenance. Such Maintenance shall only be deferred if considered justifiable and safe. b. When an AMO is unable to complete all Maintenance ordered, it may endorse a Certification of Air System Release within the approved Air System limitations. The organization shall enter such fact on the document containing the Certification of Air System Release before its issue. Note: Personnel making Airworthiness decisions on behalf of the Mil CAM for the deferment of outstanding Corrective or Preventative Maintenance shall have their competence assessed and be authorized iaw RA 4945(3) [8]. In all instances, details of any deferred or incomplete Maintenance shall be entered in the technical log by appropriately authorized individuals, who have made the judgement that the Air System is safe to fly, with appropriate limitations and constraints caveated, despite incomplete Maintenance. [17] Refer to RA 4812(1): Certification of Air System Release (MRP 145.A.50(a)). ►◄	Yes
4812[09](05)040	[09]	Authorized	AMC	Deferred and Incomplete Maintenance (MRP 145.A.50(e)) - Common AMC	40. Nil.	No
4812[09](05)041	[09]	Authorized	AMC	Deferred and Incomplete Maintenance (MRP 145.A.50(e)) - Additional AMC - MMOs only	41. Out-of-limit Faults and damage should be notified to the Mil CAMO [18] using processes that are documented in the relevant Continuing Airworthiness Management Exposition (CAME). [18] Refer to RA 4947(1): Military Continuing Airworthiness Management Organization Responsibilities.	No
4812[09](05)042	[09]	Authorized	AMC	Deferred and Incomplete Maintenance (MRP 145.A.50(e)) - Additional AMC - MMOs only	42. In cases where a Fault or damage is not recognized in the Air System Document Set or TI, the Mil CAMO should be notified using processes that are documented in the relevant CAME.	No
4812[09](05)043	[09]	Authorized	AMC	Deferred and Incomplete Maintenance (MRP 145.A.50(e)) - Additional AMC - AMOs only	43. If an appropriately authorized individual agrees to the deferment of Maintenance, then details of the deferment, including, where applicable, reference to such approval for deferment, should be entered in the technical log (eg MOD Form 700) and sanctioned by an authorized individual. Note: Whether or not the individual authorizing the deferment has such authority to defer Maintenance is an issue between the organization and the contracting organization [19], where applicable. In case of doubt concerning such a decision the AMO should inform the Mil CAMO of such doubt, before releasing the Air System. [19] Refer to RA 1006 – Delegation of Engineering Authorizations.	Yes
4812[09](05)044	[09]	Authorized	AMC	Deferred and Incomplete Maintenance (MRP 145.A.50(e)) - Additional AMC - AMOs only	44. The procedure for complying with this Regulation should: a. Draw attention to the fact that RA 4812(1) [17] does not normally permit the endorsement of the Certification of Air System Release in the case of noncompliance. b. State what action the ►Tradesperson, Supervisor and Coordinating / Certifying Staff◄ are required to take to bring the matter to the attention of the Mil CAMO, so that the issue may be discussed and resolved with the Mil CAMO. c. Ensure that the appropriate person(s)20 is kept informed in writing of such possible non-compliance situations. [20] Refer to RA 4806(2): Personnel Responsible to the Accountable Manager (Maintenance) (MRP 145.A.30(b)).	Yes
4812[09](06)	[09]	Authorized	Regulation	►Component Concessions	By derogation to RA 4812(4) [9], an organization may endorse a Certification of Component Release when the relevant Commodity Chief Engineer and / or TAA approves a Concession. In such circumstances: a. The Concession shall detail and fully accept the specific Fault and / or incomplete Maintenance to which it relates. b. A copy of the approved Concession shall accompany the component and be referenced on the applicable component Engineering Record Card (eg MOD Form 700 or electronic IS equivalent). c. Components with Concessions shall only be installed into Air Systems for which the Concession is approved by the relevant TAA. d. Once satisfactorily installed into the Air System an authorized copy of the Concession shall be entered into the Air System technical log (eg MOD Form 700 or electronic IS equivalent). e. When the Concession granted imposes a limitation on Air System operation, the Maintenance organization shall record details of any such limitation into the Air System's Limitations Log (MOD Form 703) or electronic IS equivalent [4]. 4 Refer to RA 1223 – Airworthiness Information Management. 9 Refer to RA 4812(4): Certification of Component Release and Cannibalization.◄	Yes
4812[09](06)051	[09]	Authorized	AMC	Component Concessions - Common AMC	Applications for Concessions should be documented and submitted to the appropriate Delivery Team.	Yes
4812[09](06)052	[09]	Authorized	AMC	Component Concessions - Common AMC	Mil CAMOs should monitor and control all Concessions for their Air Systems [26]. 26 ►Refer to RA 4963 – Modifications and Repairs - MRP Part M Sub Part C.◄	Yes

4812[09](06)053	[09]	Authorized	AMC	Component Concessions - Common AMC	Where a component's Concession imposes a limitation to Air System operation the Limitation Log entry should make direct reference to the Concession by its reference number.	Yes
4812[09](06)054	[09]	Authorized	AMC	Component Concessions - Additional AMC - MMOs only	Nil.	No
4812[09](06)055	[09]	Authorized	AMC	Component Concessions - Additional AMC - AMOs only	Nil.	No
4813[09](01)	[09]	Authorized	Regulation	Recording and Retention of Maintenance Work (MRP 145.A.55(a))	4813(1) The organization shall record all details of Maintenance work carried out. As a minimum, the organization shall retain records necessary to prove that all requirements have been met for endorsing the Certification of Air System / Component Release, including subcontractor's►[1]◄ certificates / release documents, where applicable. [1] ►Approved Maintenance Organizations (AMO) may subcontract Maintenance activities to a non-MRP Part 145 organization but in doing so the subcontracted organization's facilities, personnel and procedures involved with the AMO's products undergoing Maintenance is effectively subsumed into the AMO in that it works under the contracting AMO's Quality Management System and the AMOs MRP Part 145 approval is extended to include the subcontractor. It therefore follows that those parts of the subcontractor's facilities, personnel and procedures shall meet MRP Part 145 requirements for the duration of that Maintenance. It remains the contracting AMO's responsibility to ensure such requirements are satisfied, as it retains accountability for all actions and outputs of the subcontracted organization in the Maintenance of the AMO's products. All subcontracted organizations shall be listed within the contracting AMO's Maintenance Organization Exposition (MOE).◄	Yes
4813[09](01)001	[09]	Authorized	AMC	Recording and Retention of Maintenance Work (MRP 145.A.55(a)) - Common AMC	Maintenance records should include a description of the work carried out to include the following: a. Reference to any Technical Instruction (TI) that was used to aid the task (including the amendment state of the publication). b. Serial number, and appropriate life recording data, of any item / component fitted / removed as part of that task. c. The batch number►2◄ of Standard Parts and consumables used as part of the item / component refit or reconnection, as detailed on un-broached equipment packaging, or on acceptable accompanying documentation. d. The serial number of any calibrated tools, equipment, and ►◄ test equipment, used ►within the task.◄ 2 ►Batch numbers may also be referred to on documentation or packaging in other terms such as lot, run, or series numbers /references. If in doubt advice should be sought from the appropriate Delivery Team or vendor.◄	Yes
4813[09](01)002	[09]	Authorized	AMC	Recording and Retention of Maintenance Work (MRP 145.A.55(a)) - Common AMC	2. When electronic means are used to record Maintenance carried out, electronic signatures should be considered as equivalent to those made on hardcopy Maintenance documents.	Yes
4813[09](01)003	[09]	Authorized	AMC	Recording and Retention of Maintenance Work (MRP 145.A.55(a)) - Common AMC	3. When more than one person is detailed to work on a Maintenance task, each person should be identified and sign for the work they complete within that task.	Yes
4813[09](01)004	[09]	Authorized	AMC	Recording and Retention of Maintenance Work (MRP 145.A.55(a)) - Common AMC	4. Parts dismantled or components removed for access or if replaced require an appropriate record to this effect. The record should contain the complete nomenclature and serial number of such items and should refer to any associated TI[4] references that describe its removal / refit / replace.◄ [4] Refer to RA 4810 – Technical Information (MRP 145.A.45).	Yes
4813[09](01)005	[09]	Authorized	AMC	Recording and Retention of Maintenance Work (MRP 145.A.55(a)) - Additional AMC - Military Maintenance Organizations (MMO) only	5. MMOs should record details of Maintenance work using the MOD Form 700 documentation and / or electronic Information System equivalent in accordance with (iaw) the appropriate Instructions for Use and procedures.	No
4813[09](01)006	[09]	Authorized	AMC	Recording and Retention of Maintenance Work (MRP 145.A.55(a)) - Additional AMC - Military Maintenance Organizations (MMO) only	6. All Maintenance work carried out on Air Systems and Air System equipment should be recorded and certified by an appropriately authorized person[2]. [2] Refer to RA 4806(5): Personnel Competences and Authorization (MRP 145.A.30(e)).	No
4813[09](01)007	[09]	Authorized	AMC	Recording and Retention of Maintenance Work (MRP 145.A.55(a)) - Additional AMC - Military Maintenance Organizations (MMO) only	7. MMOs should retain Maintenance records if the information they contain continues to be pertinent to the Continuing Airworthiness of an Air System. Maintenance records should be retained for a period determined by the form sponsor and, if relevant, in consultation with the relevant Type Airworthiness Authority (TAA)[3]. [3] Where the Air System is Civilian-Owned, ownership of regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model for Type Airworthiness (TAw) management; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA.	No
4813[09](01)008	[09]	Authorized	AMC	Recording and Retention of Maintenance Work (MRP 145.A.55(a)) - Additional AMC - AMOs only	8. To ensure traceability to installed Air System component documentation and associated TI[4], records should contain basic details of all serialized Air System components installed.	Yes

4813[09](01)009	[09]	Authorized	AMC	Recording and Retention of Maintenance Work (MRP 145.A.55(a)) - Additional AMC - AMOs only	9. The Maintenance record should be either a paper or computer system or any combination of both[5]: a. Paper systems should use robust material which can withstand normal handling and filing. The record should remain legible throughout the required retention period. 5 Where the Air System is ►not UK MOD-owned, Type Airworthiness (TAw) management◄ regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model ►◄; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependent on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA.	Yes
4813[09](01)010	[09]	Authorized	AMC	Recording and Retention of Maintenance Work (MRP 145.A.55(a)) - Additional AMC - AMOs only	10. AMOs should describe document retention and transfer procedures, as directed by the relevant TAA[3], within the MOE. [3] Where the Air System is Civilian-Owned, ownership of regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model for Type Airworthiness (TAw) management; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA.	Yes
4813[09](02)	[09]	Authorized	Regulation	Copies of Maintenance Records (MRP 145.A.55(b))	4813(2) The AMO shall provide a copy of each document relating to the Certification of Air System / Component Release to the relevant Military Continuing Airworthiness Management Organization (Mil CAMO), together with a copy of any specific approved repair / modification instructions used for repairs / modifications carried out.	Yes
4813[09](02)016	[09]	Authorized	AMC	Copies of Maintenance Records (MRP 145.A.55(b))	16. Nil.	No
4813[09](03)	[09]	Authorized	Regulation	Management of Retained Maintenance Records (MRP 145.A.55(c))	4813(3) The organization shall manage retained copies of all detailed Maintenance records and any associated TI, as instructed by the MAA, such that: a. Records under this Regulation shall be stored in a safe way with regard to fire, flood and theft. b. Computer backup discs, tapes etc shall be stored in a different location from that containing the working discs, tapes etc, in an environment that ensures they remain in good condition. c. Where an ►Maintenance Organization◄ terminates its operation, all retained Maintenance records shall be transferred to the relevant Mil CAMO.	Yes
4813[09](03)018	[09]	Authorized	AMC	Management of Retained Maintenance Records (MRP 145.A.55(c)) - Common AMC	18. Some gas turbine engines are assembled from modules and a true total time in service for a total engine is not kept. When such an engine is being maintained, the total time in service and Maintenance records for each module should be kept. The Maintenance records as specified should be kept with the module and show compliance with any mandatory requirements pertaining to that module.	Yes
4813[09](03)019	[09]	Authorized	AMC	Management of Retained Maintenance Records (MRP 145.A.55(c)) - Common AMC	19. ►In the event that Maintenance records are lost, corrupted or inaccurate, the Mil CAMO should be consulted[7].◄ [7] Refer to RA 4964(2): Continuing Airworthiness Records.	Yes
4813[09](03)020	[09]	Authorized	AMC	Management of Retained Maintenance Records (MRP 145.A.55(c)) - Additional AMC - MMOs only	20. The MOD Form 700 documents should be kept in safe custody, kept free from defacement and kept legible at all times.	No
4813[09](03)021	[09]	Authorized	AMC	Management of Retained Maintenance Records (MRP 145.A.55(c)) - Additional AMC - MMOs only	21. Maintenance records can be scanned and stored electronically, but should be subject to certification that the electronic copy is a true, legible and complete facsimile of the original. Such electronic storage of documentation should meet the same requirements as those for the hard copy.	No
4813[09](03)022	[09]	Authorized	AMC	Management of Retained Maintenance Records (MRP 145.A.55(c)) - Additional AMC - AMOs only	22. Maintenance records should be retained until the work it records has been invalidated by documented work carried out subsequently (for example, Preventive Maintenance, Depth Maintenance, Base Maintenance or equivalent Maintenance).	Yes
4813[09](03)023	[09]	Authorized	AMC	Management of Retained Maintenance Records (MRP 145.A.55(c)) - Additional AMC - AMOs only	23. In addition, Maintenance records for Air Systems subject to Civil Aviation Authority (CAA) oversight should be kept for a minimum of 3 years from the date the Air System or component to which the work relates was released from the organization.	Yes
4813[09](03)024	[09]	Authorized	AMC	Management of Retained Maintenance Records (MRP 145.A.55(c)) - Additional AMC - AMOs only	24. Any reconstructed records should be submitted to the Military Continuing Airworthiness Manager (Mil CAM) for acceptance.	Yes
4813[08](04)	[08]	Authorized	Regulation	Management of Maintenance Documentation on Delivery or Transfer of an Air System	4813(4) On delivery or transfer of any Air System the organization shall despatch the original copies of all relevant Maintenance documentation, forms and certificates (including MOD Form 700 series documents or equivalent agreed with the TAA[3]) to the receiving unit.	Yes
4813[08](04)034	[08]	Authorized	AMC	Management of Maintenance Documentation on Delivery or Transfer of an Air System	34. On delivery or transfer of any Air System all relevant current Air System documentation, forms and certificates that are required for the operation or planned agreed Maintenance of the Air System should be dispatched to the receiving organization.	Yes
4813[08](04)035	[08]	Authorized	AMC	Management of Maintenance Documentation on Delivery or Transfer of an Air System	35. All engineering documentation forms transferred should be listed on a transfer document completed by the organization's authorized signatory. Documentation should be dispatched promptly to the receiving unit without delay.	Yes

4813[08](04)036	[08]	Authorized	AMC	Management of Maintenance Documentation on Delivery or Transfer of an Air System	36. Documents sent by post should be sent by Registered Mail or a similar recorded and trackable method.	Yes
4813[08](04)037	[08]	Authorized	AMC	Management of Maintenance Documentation on Delivery or Transfer of an Air System	37. When Air Systems and related Products, Parts and Appliances are transferred to a contracted organization for modification, repair, major Maintenance etc, the associated forms should also be returned on completion of the modification, repair, major Maintenance etc. In the event of non-receipt of the forms the receiving organization should advise the despatching unit who should investigate and provide the necessary information.	Yes
4813[08](04)038	[08]	Authorized	AMC	Management of Maintenance Documentation on Delivery or Transfer of an Air System	38. Original documents should not be carried in the Aircraft to which they refer. RA 2201[8] should be read in conjunction with this Regulation. [8] Refer to RA 2201 - Carriage of Maintenance Documents in UK Military Aircraft.	Yes
4813[08](04)039	[08]	Authorized	AMC	Management of Maintenance Documentation on Delivery or Transfer of an Air System	39. Any document bearing an original signature required to be carried on an Aircraft, including forms for the completion by the Aircrew on arrival at the destination, should be duplicated and a copy held at the despatching unit.	Yes
4814[05](01)	[05]	Authorized	Regulation	4814(1) - Regulation - Unsafe Condition Reporting (MRP 145.A.60(a))	The organization shall report any condition of the Air System or component that has resulted or may result in an unsafe condition that is a hazard to Air Safety.	Yes
4814[05](01)001	[05]	Authorized	AMC	4814(1).1 - AMC - Unsafe Condition Reporting (MRP 145.A.60(a))	Nil.	No
4814[05](02)	[05]	Authorized	Regulation	4814(2) - Regulation - Internal Occurrence Reporting (MRP 145.A.60(b))	The organization shall establish an internal Occurrence reporting system to enable the collection and evaluation of such reports, including the assessment and extraction of those Occurrences to be reported.	Yes
4814[05](02)003	[05]	Authorized	AMC	4814(2).3 - AMC - Common AMC	The system should identify adverse trends, corrective actions taken, or to be taken, by the organization to address deficiencies and include evaluation of all known relevant information relating to such Occurrences including a method to circulate the information as necessary.	Yes
4814[05](02)004	[05]	Authorized	AMC	4814(2).4 - AMC - Common AMC	An organization should ensure that personnel are not reprimanded for reporting or co-operating with Occurrence investigations.	Yes
4814[05](02)005	[05]	Authorized	AMC	4814(2).5 - AMC - Common AMC	The internal reporting process should be closed-loop, ensuring that actions are taken internally to address safety hazards.	Yes
4814[05](02)006	[05]	Authorized	AMC	4814(2).6 - AMC - Common AMC	The process should provide feedback to report originators, both on an individual and more general basis, since it is important to ensure their continued support for the scheme.	Yes
4814[05](02)007	[05]	Authorized	AMC	4814(2).7 - AMC - Common AMC	Defence Air Safety Occurrence Reports (DASORs), raised using the Aviation Safety Information Management System (ASIMS), should be used to report those internal Occurrences that are deemed ‘reportable Air Safety Occurrences’[1]. [1] Refer to RA 1410 – Occurrence Reporting.	Yes
4814[05](02)008	[05]	Authorized	AMC	4814(2).8 - AMC - Additional AMC - Military Maintenance Organizations (MMOs) only	Nil.	No
4814[05](02)009	[05]	Authorized	AMC	4814(2).9 - AMC - Additional AMC - Approved Maintenance Organizations (AMOs) only	The system should be defined in the Maintenance Organization Exposition.	Yes
4814[05](03)	[05]	Authorized	Regulation	4814(3) - Regulation - MOD Sponsored Reporting Action (MRP 145.A.60(c))	The organization shall ensure that all reports are submitted in a form and manner established by the MAA and ensure that they contain all required information.	Yes
4814[05](03)014	[05]	Authorized	AMC	4814(3).14 - AMC - MOD Sponsored Reporting Action (MRP 145.A.60(c))	Extant MOD procedures for Occurrence reporting should be used, including the use of ASIMS.	Yes
4815[09](01)	[09]	Authorized	Regulation	Organization Safety and Quality Policy (MRP 145.A.65(a))	4815(1) Military Maintenance Organizations (MMOs) shall operate within the Air Safety Management System (ASMS) developed by the relevant Duty Holder and the applicable single-Service quality policy [4]. AMOs shall establish a Safety and Quality Policy for the organization, to be included in the Maintenance Organization Exposition (MOE)[5]. [4] Refer to RA 1200 – Air Safety Management. [5] Refer to RA 4816 – Maintenance Organization Exposition (MRP 145.A.70) - Approved Maintenance Organizations Only.	Yes
4815[09](01)004	[09]	Authorized	AMC	Organization Safety and Quality Policy (MRP 145.A.65(a)) - Common AMC	4. Nil.	No
4815[09](01)005	[09]	Authorized	AMC	Organization Safety and Quality Policy (MRP 145.A.65(a)) - Additional AMC - MMOs only	5. Nil.	No
4815[09](01)006	[09]	Authorized	AMC	Organization Safety and Quality Policy (MRP 145.A.65(a)) - Additional AMC - AMOs only	6. The Safety and Quality Policy should, as a minimum, include a statement committing the organization to: a. Recognize Safety as a prime consideration at all times. b. Apply Human Factors principles. c. Encourage personnel to report Maintenance related errors / Incidents. d. Recognize that compliance with procedures, Quality standards, Safety standards and Regulations is the duty of all personnel. e. Recognize the need for all personnel to co-operate with the Quality auditors.	Yes

4815[09](02)	[09]	Authorized	Regulation	Procedures for Good Maintenance Practices (MRP 145.A.65(b))	4815(2) The organization shall follow approved procedures, taking into account Human Factors, to ensure good Maintenance practices and compliance with MRP Part 145. Procedures shall include a clear process, work order or contract►[7]◄ such that Air Systems and components may be released for use [1]. AMOs shall detail such procedures in their MOE. a. The Maintenance procedures established or to be established by the organization under this Regulation shall cover all aspects of carrying out the Maintenance activity, including the provision and control of specialized services and lay down the standards to which the organization intends to work. b. With regard to Air System Maintenance, the organization shall establish procedures to minimize the Risk of multiple errors and capture errors on critical systems. In particular, the organization shall have procedures to ensure that no one person is required to self-supervise a Maintenance task that involves some element of disassembly / reassembly and then repeat that same Maintenance task on identical or similar systems on the same Air System. However, when only one person is available to carry out these tasks, then the organization's work card or work sheet shall include an additional stage for re-inspection of the work by this person after completion of all the same tasks. c. Maintenance procedures shall be established to ensure that damage is assessed and Modifications and repairs are carried out using approved TI. d. No person shall remove, change, or replace identification information on any Product, Part or Appliance unless detailed as part of a Type Airworthiness Authority (TAA) approved Instruction. [7] ►AMOs may contract Maintenance works to other MRP Part 145 organizations whose Approval covers the scope of the required works. Contracted Maintenance Organizations carry out works under their own Approval and Quality System and retain accountability of their actions and outputs. A list of Contracted organizations is to be held within the contracting AMO's MOE, refer to RA 4816 – Maintenance Organization Exposition (MRP 145.A.70) - Approved Maintenance Organizations only.◄	Yes
4815[09](02)010	[09]	Authorized	AMC	Procedures for Good Maintenance Practices (MRP 145.A.65(b)) - Common AMC	10. For Air Systems and Air System structural components that are beyond the repair capability of the Maintenance organization the Military Continuing Airworthiness Manager (Mil CAM) should be informed and should direct alternate means to effect a repair.	Yes
4815[09](02)011	[09]	Authorized	AMC	Procedures for Good Maintenance Practices (MRP 145.A.65(b)) - Common AMC	11. The repair categories and definitions at Annex A should be used to categorize a repair in consultation with the Mil CAM.	Yes
4815[09](02)012	[09]	Authorized	AMC	Procedures for Good Maintenance Practices (MRP 145.A.65(b)) - Common AMC	12. ►Specialized services should be: a. Performed by appropriately qualified9 personnel. b. Carried out under the control of the Accountable Manager (Maintenance) AM(M) for the Air System or Air System component under Maintenance.	Yes
4815[09](02)013	[09]	Authorized	AMC	Procedures for Good Maintenance Practices (MRP 145.A.65(b)) - Common AMC	13. Organizations should establish aviation engineering orders and / or local procedures that cover the control of any specialized services.	Yes
4815[09](02)014	[09]	Authorized	AMC	Procedures for Good Maintenance Practices (MRP 145.A.65(b)) - Common AMC	14. Surface finish should be conducted in accordance with (iaw) the appropriate Air System or Air System component Technical Information (TI).◄	Yes
4815[09](02)015	[09]	Authorized	AMC	Procedures for Good Maintenance Practices (MRP 145.A.65(b)) - Additional AMC - MMOs only	15. MMOs should ensure that all established Maintenance procedures and processes pertaining to good Maintenance practices achieve compliance with MRP Part 145.	No
4815[09](02)016	[09]	Authorized	AMC	Procedures for Good Maintenance Practices (MRP 145.A.65(b)) - Additional AMC - MMOs only	16. With respect to RA 4815(2)(b) (MRP 145.A.65(b)(b)), an independent inspection should be carried out on Air Systems or Air System components on occasions that include, but are not limited to, ►◄ Maintenance work ►involving◄ disconnection, replacement, connection, assembly or adjustment of the following systems: a. Those stipulated by the TAA [8] in the Air System Document Set (ADS). b. Any element of an Air System control system. c. Those additionally mandated by an Aviation Duty Holder (ADH) Chief Air Engineer (CAE) or the Mil CAM. [8] Where the Air System is Civilian-Owned, ownership of regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model for Type Airworthiness (TAw) management; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA.	No
4815[09](02)017	[09]	Authorized	AMC	Procedures for Good Maintenance Practices (MRP 145.A.65(b)) - Additional AMC - MMOs only	17. An independent inspection should be sufficient to verify correct assembly and functionality covering the level of disturbance to the system.	No
4815[09](02)018	[09]	Authorized	AMC	Procedures for Good Maintenance Practices (MRP 145.A.65(b)) - Additional AMC - MMOs only	18. An independent inspection should be conducted by an individual suitably competent and authorized [9] who has had no involvement with the original Maintenance task requiring the independent inspection. [9] Refer to RA 4806 – Personnel Requirements (MRP 145.A.30) and RA 4807 – Certifying Staff and Support Staff (MRP 145.A.35).	No

4815[09](02)019	[09]	Authorized	AMC	Procedures for Good Maintenance Practices (MRP 145.A.65(b)) - Additional AMC - MMOs only	19. An organization performing Maintenance work should remove, change, or replace identification information only in accordance with (iaw) approved procedures.	No
4815[09](02)020	[09]	Authorized	AMC	Procedures for Good Maintenance Practices (MRP 145.A.65(b)) - Additional AMC - MMOs only	20. Any removed identification plate should be re-installed only on the assembly from which it was removed.	No
4815[09](02)021	[09]	Authorized	AMC	Procedures for Good Maintenance Practices (MRP 145.A.65(b)) - Additional AMC - AMOs only	21. Maintenance Procedures should be reviewed and updated at an appropriate periodicity to ensure that they reflect current best practice. It is the responsibility of all organizations' employees to report any unauthorized deviation from approved procedures via their organization's internal Occurrence reporting mechanisms.	Yes
4815[09](02)022	[09]	Authorized	AMC	Procedures for Good Maintenance Practices (MRP 145.A.65(b)) - Additional AMC - AMOs only	22. All procedures, and changes to those procedures, should be verified and validated before use where practical.	Yes
4815[09](02)023	[09]	Authorized	AMC	Procedures for Good Maintenance Practices (MRP 145.A.65(b)) - Additional AMC - AMOs only	23. All Maintenance procedures governing technical activity should be designed and presented iaw good Human Factors principles.	Yes
4815[09](02)024	[09]	Authorized	AMC	Procedures for Good Maintenance Practices (MRP 145.A.65(b)) - Additional AMC - AMOs only	24. With respect to RA 4815(2)(b) (MRP 145.A.65(b)(b)), procedures should be established to detect and rectify Maintenance errors that could, as a minimum, result in a failure, malfunction, or Fault endangering the safe operation of the Air System if not performed properly. The procedure should identify the method for capturing errors, and the Maintenance tasks or processes concerned. This procedure should apply to any Maintenance work that involves disconnection, replacement, connection, assembly or adjustment of any element of an Air System control system, or any additional task that may be generated from, for example: a. Previous experiences of Maintenance errors, depending on the consequence of the failure. b. Information arising from the 'Occurrence reporting system' [10]. c. TAA [8] and / or Mil CAM requirements to capture errors, if applicable. [10] Refer to RA 4814 – Occurrence Reporting (MRP 145.A.60).	Yes
4815[09](02)025	[09]	Authorized	AMC	Procedures for Good Maintenance Practices (MRP 145.A.65(b)) - Additional AMC - AMOs only	25. In order to prevent omissions, every Maintenance task or group of tasks should be signed-off. To ensure the task or group of tasks is completed, it should only be signed-off after completion. Work by unauthorized personnel (eg temporary staff or a trainee), should be checked by authorized personnel before the authorized personnel complete the sign-off. The grouping of tasks for the purpose of signing-off should allow critical steps to be clearly identified.	Yes
4815[09](02)026	[09]	Authorized	AMC	Procedures for Good Maintenance Practices (MRP 145.A.65(b)) - Additional AMC - AMOs only	26. The Maintenance organization should ensure that when carrying out a Modification, repair or Maintenance, the limits expressed within the approved TI provided are not compromised; this will require the development of appropriate procedures, where necessary, by the organization. The Maintenance organization should pay particular attention to possible adverse effects of any wiring changes.	Yes
4815[09](03)	[09]	Authorized	Regulation	Quality ►Management◄ System (MRP 145.A.65(c))	4815(3) The organization shall establish a Quality Management System19 that as a minimum: a. Establishes a Quality plan which includes independent ►Quality◄ Audits in order to assure: (1) The organization's and its subcontractor's compliance with MRP Part 145 Regulations. (2) The organization's Alternative Acceptable Means of Compliance, Waivers and Exemption (AWE) submissions and any subsequent AWE management. (3) The organization's and its subcontractor's compliance with required Air System / Air Systemcomponent standards and adequacy of the procedures to ensure that such procedures invoke good Maintenance practices and airworthy Air System / Air System components. (4) The accurate recording and retention of all Continuing Airworthiness records. (5) The Competence of all Maintenance personnel, including those of Subcontracted organizations (6) The compliance of Subcontracted tasks, processes and procedures to Regulations. b. A Quality feedback reporting system to the person or group of persons specified21 and ultimately to the AM(M) that ensures proper and timely corrective action is taken in response to reports resulting from the independent Audits established to meet RA 4815(3)(a) (MRP 145.A.65(c)(a)).	Yes
4815[09](02)044	[09]	Authorized	AMC	Quality Management System (MRP 145.A.65(c)) Common AMC	44. ►The independence of the Quality Audit should be established by always ensuring that independent Quality Audits are carried out by personnel not involved in the function, procedure or products being checked.	Yes
4815[09](02)045	[09]	Authorized	AMC	Quality Management System (MRP 145.A.65(c)) Common AMC	45. Independent Quality Audits should be conducted across all working environments and working patterns to ensure that a percentage of independent Quality Audits are reflective of the varied working conditions and shift patterns that Maintenance is carried out.	Yes
4815[09](02)046	[09]	Authorized	AMC	Quality Management System (MRP 145.A.65(c)) Common AMC	46. The Quality Management System should ensure that all aspects of MRP Part 145 compliance and other applicable Regulation is checked every 12 months, either as a complete single exercise or subdivided over the 12 month period iaw a scheduled plan.	Yes
4815[09](02)047	[09]	Authorized	AMC	Quality Management System (MRP 145.A.65(c)) Common AMC	47. The independent Quality Audit does not require each procedure to be checked against each product line when it can be shown that the particular procedure is common to more than one product line and the procedure has been checked every 12 months without resultant findings. However, where findings have been identified, the particular procedure should be rechecked against other product lines until the findings have been rectified, after which the independent Quality Audit procedure may revert back to 12 monthly for the particular procedure.	Yes

4815[09](02)048	[09]	Authorized	AMC	Quality Management System (MRP 145.A.65(c)) Common AMC	48. A report should be raised each time an independent Quality Audit is carried out, describing what was checked and the resulting findings against applicable requirements, procedures and products.	Yes
4815[09](02)049	[09]	Authorized	AMC	Quality Management System (MRP 145.A.65(c)) Common AMC	49. All records pertaining to the independent Quality Audit and the Quality feedback system should be retained for at least 2 years after the date of clearance of the finding to which they refer.◄	Yes
4815[09](02)050	[09]	Authorized	AMC	Quality Management System (MRP 145.A.65(c)) Additional AMC - MMOs only	50. ►Nil.◄	No
4815[09](02)051	[09]	Authorized	AMC	Quality Management System (MRP 145.A.65(c)) Additional AMC - AMOs only	51. ►◄	No
4815[09](02)052	[09]	Authorized	AMC	Quality Management System (MRP 145.A.65(c)) Additional AMC - AMOs only	52. ►◄	No
4815[09](02)053	[09]	Authorized	AMC	Quality Management System (MRP 145.A.65(c)) Additional AMC - AMOs only	53. ►◄	No
4815[09](02)054	[09]	Authorized	AMC	Quality Management System (MRP 145.A.65(c)) Additional AMC - AMOs only	54. ►◄	No
4815[09](02)055	[09]	Authorized	AMC	Quality Management System (MRP 145.A.65(c)) Additional AMC - AMOs only	55. ►◄	No
4815[09](03)056	[09]	Authorized	AMC	Quality ►Management◄ System (MRP 145.A.65(c)) - Additional AMC - AMOs only	56. A small organization (one with a maximum of 10 personnel actively engaged in Maintenance) that chooses to contract the independent ►Quality◄ Audit element of the Quality Management System iaw RA 4815(3)(a) (MRP 145.A.65(c)) should only do so with agreement from the MAA and under the condition that the ►independent Quality◄ Audit is carried out twice in every 12 month period.	No
4815[09](03)057	[09]	Authorized	AMC	Quality ►Management◄ System (MRP 145.A.65(c)) - Additional AMC - AMOs only	57. Where the organization has line stations listed22, the Quality Management System should describe how these are integrated into the System and include a plan to ►independently Quality◄ Audit each listed line station at a frequency consistent with the extent of flight activity at the particular line station. The maximum period between ►independent Quality◄ Audits of a particular line station should not exceed 12 months.	Yes
4815[09](03)058	[09]	Authorized	AMC	Quality ►Management◄ System (MRP 145.A.65(c)) - Additional AMC - AMOs only	58. ►◄	No
4815[09](03)059	[09]	Authorized	AMC	Quality ►Management◄ System (MRP 145.A.65(c)) - Additional AMC - AMOs only	59. The Quality feedback system should not be Contracted to outside persons.	Yes
4815[09](03)060	[09]	Authorized	AMC	Quality ►Management◄ System (MRP 145.A.65(c)) - Additional AMC - AMOs only	60. On receiving the independent Quality Audit report, the relevant department(s) should rectify findings and inform the Quality department or nominated Quality auditor of such rectification.	Yes
4815[09](03)061	[09]	Authorized	AMC	Quality ►Management◄ System (MRP 145.A.65(c)) - Additional AMC - AMOs only	61. The AM(M) should hold regular meetings with staff to check progress on rectification except that, for large organizations (with more than about 500 Maintenance staff), such meetings may be delegated on a day-to-day basis to the Quality manager, subject to the AM(M) meeting at least twice per year with the senior staff involved to review the overall performance and receiving at least a half yearly summary report on findings of non-compliance.	Yes
4815[09](03)062	[09]	Authorized	AMC	Quality ►Management◄ System (MRP 145.A.65(c)) - Additional AMC - AMOs only	62. ►◄	No

4816[10](01)	[10]	Authorized	Regulation	Content of a Maintenance Organization Exposition (MRP 145.A.70(a))	4816(1) The contractor-run organization shall provide the MAA with a MOE, containing the following information: a. A statement signed by the Accountable Manager (Maintenance) (AM(M)) confirming that the MOE and any referenced associated manuals define the organization's compliance with RA 4800-4849 series (MRP Part 145) and will be complied with at all times. When the AM(M) is not the Chief Executive Officer (CEO) of the organization, then such CEO shall countersign the statement. b. The organization's Safety and Quality Policy, as specified by RA 4815 (MRP 145.A.65) [3]. c. The title(s) and name(s) of the persons nominated under RA 4806(2) (MRP 145.A.30(b)) [4]. d. The duties and responsibilities of the persons nominated under RA 4806(2) (MRP 145.A.30(b)), including matters on which they may deal directly with the MAA on behalf of the organization. e. An organization chart showing associated chains of responsibility between the persons nominated under RA 4806(2) (MRP 145.A.30(b)). f. A list of ►Coordinating / Certifying Staff, Tradespersons and Supervisors.◄ g. A general description of workforce resources. h. A general description of the facilities located at each address specified in the organization's approval certificate. i. A specification of the organization's scope of work relevant to the extent of approval required by RA 4804 (MRP 145.A.20) [5]. j. The notification procedure of RA 4819 (MRP 145.A.85) [6] for organization changes. k. The MOE amendment procedure. l. The procedures and Quality System established by the organization under RA 4805 (MRP 145.A.25) to RA 4821 (MRP 145.A.95). m. A list of operators, to which the organization provides an Air System Maintenance service. n. A list of Subcontracted►[7]◄ organizations, where applicable, as specified in RA 4817(1)(b) (MRP 145.A.75(a)(b)) [8]. o. A list of line stations, where applicable, as specified in RA 4817(1)(d) (MRP 145.A.75(a)(d)). p. A list of Contracted►[9]◄ organizations, where applicable. [3] ►Refer to RA 4815 – Maintenance Procedures and Safety and Quality Policy (MRP 145.A.65). [4] Refer to RA 4806(2): Personnel Responsible to the Accountable Manager (Maintenance) (MRP 145.A.30(b)).◄ [5] Refer to RA 4804 – Terms of Approval (MRP 145.A.20) – Approved Maintenance Organizations Only. [6] Refer to RA 4819 – Changes to the Organization (MRP 145.A.85) – Approved Maintenance Organizations Only. [7] ►AMOs may subcontract Maintenance activities to a non-MRP Part 145 organization but in doing so the Subcontracted organization's facilities, personnel and procedures involved with the AMO's Products, Parts and Appliances undergoing Maintenance is effectively subsumed into the AMO in that it works under the contracting AMO's Quality System, and the AMO's MRP Part 145 approval is extended to include the subcontractor. It therefore follows that those parts of the subcontractor's facilities, personnel and procedures shall meet MRP Part 145 requirements for the duration of that Maintenance. It remains the contracting AMO's responsibility to ensure such requirements are satisfied, as it retains accountability for all actions and outputs of the Subcontracted organization in the Maintenance of the AMO's Products, Parts and Appliances. All Subcontracted organizations shall be listed within	Yes
4816[10](01)004	[10]	Authorized	AMC	Content of a Maintenance Organization Exposition (MRP 145.A.70(a))	4. If the MOE is split into several documents or data files, as detailed in the Guidance Material below, the management part of said Exposition should contain a clear cross-reference to such documents or electronic data files.	Yes
4816[10](01)005	[10]	Authorized	AMC	Content of a Maintenance Organization Exposition (MRP 145.A.70(a))	5. The Exposition should contain the information, as applicable, specified in Annex A. The information may be presented in any subject order so long as all applicable subjects are covered. Where an organization uses a different format, for example, to allow the Exposition to serve for more than one approval, then the Exposition should contain an Annex to explain where in the Exposition the subject matter can be found. Small Maintenance Organizations may combine the various items to form a simple Exposition more relevant to their needs.	Yes
4816[10](01)006	[10]	Authorized	AMC	Content of a Maintenance Organization Exposition (MRP 145.A.70(a))	6. While Electronic Data Processing (EDP) may be used for publication of the MOE, the MOE should be made available to the MAA in a form acceptable to the MAA. Attention should be paid to the compatibility of EDP publication systems with the necessary dissemination of the MOE, both internally and externally.	Yes
4816[10](01)007	[10]	Authorized	AMC	Content of a Maintenance Organization Exposition (MRP 145.A.70(a))	7. Where a separate procedures manual is used to support the MOE, the organization should specify in the MOE who is responsible for amending the manual, particularly in the case where there are several parts. A copy of the procedures manual should be provided in a format agreed with the MAA [10]. [10] Preferably MS Word or PDF. Contact DSA-MAA-OA-ACC@mod.gov.uk for further information.	Yes
4816[10](01)008	[10]	Authorized	AMC	Content of a Maintenance Organization Exposition (MRP 145.A.70(a))	8. If an organization has existing MAA approval against a different part of the MRP, and that approval required the submission of an Exposition, the submission of a supplement to detail the differences required for RA 4800-4849 series (MRP Part 145) approval will suffice; however, that supplement should have an index showing where those parts missing from the supplement are covered.	Yes
4816[10](02)	[10]	Authorized	Regulation	Amendment of a Maintenance Organization Exposition (MRP 145.A.70(b))	4816(2) The Exposition shall be amended as necessary to remain an up-to-date description of the AMO. The Exposition and any subsequent amendment shall be approved by the MAA, with one exception stated at RA 4816(3) (MRP 145.A.70(c)).	Yes
4816[10](02)017	[10]	Authorized	AMC	Amendment of a Maintenance Organization Exposition (MRP 145.A.70(b))	17. The Quality Manager (QM) should be responsible for monitoring the amendment of the MOE (unless otherwise agreed by the MAA), including associated procedures manuals and submission of the proposed amendments to the MAA.	Yes

4816[10](02)018	[10]	Authorized	AMC	Amendment of a Maintenance Organization Exposition (MRP 145.A.70(b))	18. The QM should submit an MAA MAOS Form 2 [13] to request approval by the MAA of amendments to the MOE. [13] MAA MAOS Form 2: Application for MRP Part 145 Approval can be found at the following link: https://www.gov.uk/government/publications/maintenance-approved-organization-scheme-maos.	Yes
4816[10](03)	[10]	Authorized	Regulation	Minor Amendment of a Maintenance Organization Exposition (MRP 145.A.70(c))	4816(4) In derogation to RA 4816(2) (MRP 145.A.70(b)), minor amendments to the MOE might be approved without specific MAA approval; the process for incorporating such amendments shall be detailed in the MOE.	Yes
4816[10](03)020	[10]	Authorized	AMC	Minor Amendment of a Maintenance Organization Exposition (MRP 145.A.70(c))	20. This procedure, if required, should be contained within the amendment section of the MOE and define the type of amendments to which it might be applied.	Yes
4816[10](04)	[10]	Authorized	Regulation	Exemption to Content of a Maintenance Organization Exposition due to Civil Aviation Authority Part 145 Approval (MRP 145.A.70(d))	4816(4) A Maintenance Organization with extant Civil Aviation Authority (CAA) Part 145 approval, which wishes to be granted an exemption to specific MOE content, shall crossreference the appropriate sections of their CAA exposition document in their MOE.	Yes
4816[10](04)022	[10]	Authorized	AMC	Exemption to Content of a Maintenance Organization Exposition due to Civil Aviation Authority Part 145 Approval (MRP 145.A.70(d))	22. MOE content covered by the read across of sections from the CAA Exposition document should be identified in the MOE, with reference to the corresponding CAA document Clause.	Yes
4816[10](04)023	[10]	Authorized	AMC	Exemption to Content of a Maintenance Organization Exposition due to Civil Aviation Authority Part 145 Approval (MRP 145.A.70(d))	23. All military-specific content should be addressed in the MOE, as required by RA 4816(1) (MRP 145.A.70(a)).	Yes
4816[10](05)	[10]	Authorized	Regulation	Distribution of Approved Maintenance Organization Exposition	4816(5) AMOs shall provide the Type Airworthiness Authority (TAA) [15] and the Military Continuing Airworthiness Manager (Mil CAM) with a current and up to date copy of the approved MOE. [15] Where the Air System is Civilian-Owned, ownership of regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model for Type Airworthiness (TAw) management; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA.	Yes
4816[10](05)026	[10]	Authorized	AMC	Distribution of Approved Maintenance Organization Exposition	26. Following approval of the MOE the AMO should distribute an up to date copy of the MOE to the TAA15 and Mil CAM within 10 working days.	Yes
4817[05](01)	[05]	Authorized	Regulation	Privileges of the Organization (MRP 145.A.75(a))	4817(1) An MMO shall be entitled to maintain any Air System and / or Air System component for which it has been established to do so by the relevant Front Line Command (FLC). An AMO shall be entitled to carry out the following tasks in accordance with the exposition: a. Maintain any Air System and / or Air System component for which it is approved at the locations identified in the approval certificate and in the exposition. b. Arrange for Maintenance of any Air System or Air System component, for which it is approved, at another organization that is working under the Quality System of the AMO. This work scope for the non-approved organization shall not include a Base Maintenance check (or equivalent Maintenance package) of an Air System or a complete workshop Maintenance check or overhaul of an engine or engine module. c. Maintain any Air System or Air System component for which it is approved at any location subject to the need for such Maintenance arising either from the un-serviceability of the Air System or from the necessity of supporting occasional Line Maintenance, subject to the conditions specified in the exposition. d. Maintain any Air System and / or Air System component for which it is approved at a location identified as a Line Maintenance location capable of supporting applicable Maintenance and only if the organization exposition both permits such activity and lists such locations. e. Issue certificates of Air System / Air System Component Maintenance Release in respect of completion of Maintenance [2]. [2] Refer to RA 4812 – Certification of Air System and Component Maintenance Release (MRP 145.A.50).	Yes
4817[05](01)002	[05]	Authorized	AMC	Privileges of the Organization (MRP 145.A.75(a)) - Common AMC	2. Nil.	No
4817[05](01)003	[05]	Authorized	AMC	Privileges of the Organization (MRP 145.A.75(a)) - Additional AMC - MMOs only	3. Maintenance activity carried out by an MMO should be conducted under the control of the relevant Continuing Airworthiness Manager (CAM) [3]. [3] Refer to RA 4947 – Continuing Airworthiness Management – MRP Part M Sub Part G.	No

4817[05](01)004	[05]	Authorized	AMC	Privileges of the Organization (MRP 145.A.75(a)) - Additional AMC - AMOs only	4. When Maintenance is carried out under the subcontract control system it means that, for the duration of such Maintenance, the RA 4800-4849 series (MRP Part 145) approval has been temporarily extended to include the subcontractor. It therefore follows that those parts of the subcontractor's facilities, personnel and procedures involved with the AMO's products undergoing Maintenance should meet RA 4800-4849 series (MRP Part 145) requirements for the duration of that Maintenance and it remains the organization's responsibility to ensure such requirements are satisfied.	Yes
4817[05](01)005	[05]	Authorized	AMC	Privileges of the Organization (MRP 145.A.75(a)) - Additional AMC - AMOs only	5. The AMO is not required to have complete facilities for Maintenance that it needs to subcontract, but it should have its own expertise to determine that the subcontractor meets the necessary standards. However, an organization cannot be approved unless it has the in-house facilities, procedures and expertise to carry out the majority of Maintenance for which it wishes to be approved in terms of the number of class ratings.	Yes
4817[05](01)006	[05]	Authorized	AMC	Privileges of the Organization (MRP 145.A.75(a)) - Additional AMC - AMOs only	6. To be appropriately approved to subcontract, the organization should have a procedure for the control of such subcontractors, as follows: a. A pre-audit procedure should be established whereby the AMO's subcontract control section, which may also be the Quality System [4] independent Audit section, carry out an Audit of the prospective subcontractor to determine whether those services of the subcontractor that it wishes to use meets the intent of RA 4800-4849 series (MRP Part 145). b. The AMO should assess to what extent it will use the subcontractor's facilities. c. Unless the Subcontracted Maintenance work can be fully inspected on receipt by the AMO the organization should supervise the inspection and release it from the subcontractor. Such activities should be fully described in the AMO's procedure. The AMO should consider whether to use its own staff or authorize the subcontractor's staff. d. The certification of Air System Maintenance Release or Air System Component Maintenance Release should always be endorsed under the AMO's approval reference. e. The subcontract control procedure should record Audits of the subcontractor, have a corrective action follow up plan and know when subcontractors are being used. The procedure should include a clear revocation process for subcontractors who do not meet the AMO's requirements. f. The AMO's Quality Audit staff should Audit the subcontract control section and sample Audit subcontractors unless this task is already carried out by the Quality Audit staff as stated in Paragraph ►6.a Where the Quality Audit section and the subcontract control section are one and the same, to maintain independence, the Accountable Manager (Maintenance) (AM(M)) should have in place alternative arrangements for the auditing of the Quality Audit section and the sample auditing of subcontractors, these should be detailed within the MOE.◄ g. The contract between the AMO and the subcontractor should contain a provision for MAA staff to have right of access to the subcontractor. [4] Refer to RA 4815(3): Quality ►Management◄ System (MRP 145.A.65 (c))	Yes
4818[03](01)	[03]	Authorized	Regulation	4818(1) - Regulation - Limitations on the Organization (MRP 145.A.80(a))	An AMO shall only maintain an aircraft or component for which it is approved when all the necessary facilities, equipment, tooling, material, technical Information/maintenance data and certifying staff are available.	Yes
4819[03](01)	[03]	Authorized	Regulation	4819(1) - Regulation - Changes to the Organization (MRP 145.A.85(a))	The AMO shall notify the MAA of any proposal to carry out any of the following changes in order for the MAA to determine continued compliance with RA 4800-4849 (MRP Part 145) and to amend, if necessary, the approval certificate: a) The ownership of the organization or its parent company. b) The name of the organization. c) The relationship with the design organization. d) The main location of the organization. e) Additional locations of the organization. f) The Accountable Manager (Maintenance). g) Any of the persons nominated under RA 4806(2) (MRP. 145.A.30(b)). h) The facilities, equipment, tools, material, procedures, work scope or certifying staff that could affect the approval.	Yes
4819[03](01)001	[03]	Authorized	AMC	4819(1).1 - AMC - Changes to the Organization (MRP 145.A.85(a))	Notification should occur before such changes take place, except in the case of proposed changes in personnel not known to the management beforehand; these changes should be notified at the earliest opportunity.	Yes
4820[06](01)	[06]	Authorized	Regulation	4820(1) - Regulation - Continued Validity of Approval (MRP 145.A.90(a))	An approval shall be issued for an unlimited duration. It shall remain valid subject to: a. The organization remaining in compliance with RA4800-4849 (MRP Part 145), in accordance with the provisions related to the handling of findings; and b. The MAA being granted access to the organization to determine continued compliance with RA4800-4849 (MRP Part 145); and c. The approval certificate not being surrendered, suspended or revoked.	Yes
4820[06](01)001	[06]	Authorized	AMC	4820(1).1 - AMC - Continued Validity of Approval (MRP 145.A.90(a))	Organizations should confirm in writing at least every 3 years and prior to any formal MAA surveillance audit that the contents of their approval certificate and exposition remain valid. Failure to provide the required confirmation may result in the suspension of the approval.	Yes
4820[06](01)002	[06]	Authorized	AMC	4820(1).2 - AMC - Continued Validity of Approval (MRP 145.A.90(a))	Organizations that do not exercise the privileges of their approval within a 2 year period should surrender the approval unless a contractual requirement for its retention can be demonstrated.	Yes

4820[06](02)	[06]	Authorized	Regulation	4820(2) - Regulation - Approval, Surrender, Suspension or Revocation (MRP 145.A.90(b))	Upon surrender, suspension or revocation, the approval certificate shall be returned to the MAA.	Yes
4820[06](02)004	[06]	Authorized	AMC	4820(2).4 - AMC - Approval Surrender, Suspension or Revocation (MRP 145.A.90(b))	Nil.	No
4821[04](01)	[04]	Authorized	Regulation	4821(1) - Regulation - Findings (MRP 145.A.95(a)	After receipt of notification of MAA findings the AM(M) shall devise and execute a Corrective Action Plan which demonstrates how the finding and the root cause will be rectified in order to prevent recurrence. This shall be done to the satisfaction of the MAA within the period stipulated in the notification[1]. [1] Refer to MAA03: MAA Regulatory Processes, Annex H.	Yes
4821[04](01)001	[04]	Authorized	AMC	4821(1).1 - AMC - Findings (MRP 145.A.95(a))	All findings should be investigated and rectified using an RCA approach, tool, or technique[2]. Instructions for the use of RCA should be detailed in the Maintenance Organization Exposition. [2] Further information may be found in Civil Aviation Authority – CAP 1760 Effective Problem Solving and Root Cause Identification Stage 6.	Yes
4941[04](01)	[03]	Authorized	Regulation	4941(1) - Regulation - Application - MRP Part M Sub Part G	An application for issue or change of a Mil CAMO approval shall be made to the MAA.	No
4941[04](01)001	[03]	Authorized	AMC	4941(1).1 - AMC - Application - MRP Part M Sub Part G	An application should be made on an MAA Part M Form 2: Application for MRP Part M Approval[1] to become an MRP Part M Subpart G organization (Mil CAMO). [1] This can be found on the MAA websites.	No
4943[05](01)	[05]	Authorized	Regulation	4943(1) - Regulation - Provision of the Continuing Airworthiness Management Exposition	The Military Continuing Airworthiness Manager (Mil CAM) shall provide a CAME to the MAA containing the following information: a. A statement signed by the relevant DDH1 or AM(MF)1 to confirm that the Mil CAMO will work in accordance with the CAME at all times. b. The Mil CAMO's scope of work. c. The titles and names of the Mil CAM, Deputy Mil CAMs and Mil CAMO Quality Manager. d. An organizational chart showing associated chains of responsibility within the Mil CAMO and linkage to the accountable1 DDH or AM(MF). e. A reference to a document listing Military Airworthiness Review (Mil AR) Surveyors if applicable. f. A general description and location of the facilities. g. Procedures specifying how the Mil CAMO ensures the Continuing Airworthiness management of their Air Systems and compliance with MRP Continuing Airworthiness Regulations. h. Reference to a list of all Air Systems managed by the Mil CAMO noting serial number, type, and mark or build standard. i. The CAME amendment procedure. 1 Refer to RA 1016 – Military Continuing Airworthiness Management.	No
4943[05](01)001	[04]	Authorized	AMC	4943(1).1 - AMC - Provision of the Continuing Airworthiness Management Exposition	The CAME should comprise of: a. Part 0 - General organization. b. Part 1 - Continuing Airworthiness procedures. c. Part 2 - Quality System. d. Part 3 - Contracted Maintenance. e. Part 4 - Mil AR procedures.	No
4943[05](01)002	[04]	Authorized	AMC	4943(1).2 - AMC - Provision of the Continuing Airworthiness Management Exposition	Personnel should be familiar with those parts of the CAME that are relevant to their tasks	No
4943[05](01)003	[05]	Authorized	AMC	4943(1).3 - AMC - Provision of the Continuing Airworthiness Management Exposition	The person responsible for monitoring and amending the CAME, including associated procedural manuals, and the submission of proposed amendments to the MAA, should be nominated by the Mil CAM and identified in the CAME.	No
4943[05](01)004	[05]	Authorized	AMC	4943(1).4 - AMC - Provision of the Continuing Airworthiness Management Exposition	Part 0 "General organization" of the CAME should include a DDH or AM(MF)'s statement that contains2: a. A corporate commitment by the Mil CAMO. b. A signature from the DDH or AM(MF). c. That the CAME and any associated manuals define the Mil CAMO's compliance with MRPart 0 "General organization" of the CAME should include a DDH or AM(MF)'s 2 An example statement is available in guidance material paragraph 12.	No
4943[05](01)005	[05]	Authorized	AMC	4943(1).5 - AMC - Provision of the Continuing Airworthiness Management Exposition	If the DDH or AM(MF) changes, the new DDH or AM(MF) should sign the CAME statement at the earliest opportunity within 30 calendar days from changeover.	No

4943[05](01)006	[05]	Authorized	AMC	4943(1).6 - AMC - Provision of the Continuing Airworthiness Management Exposition	The CAME should contain information on how the Mil CAMO complies with the military configuration control processes for the Air Systems listed within its CAME.	No
4943[05](01)007	[05]	Authorized	AMC	4943(1).7 - AMC - Provision of the Continuing Airworthiness Management Exposition	CAME procedures should be written in a format that provides sufficient detail for individuals to undertake the task, allowing Mil CAMO tasks to be undertaken in a consistent manner.	No
4943[05](01)008	[05]	Authorized	AMC	4943(1).8 - AMC - Provision of the Continuing Airworthiness Management Exposition	The CAME should include a compliance matrix, detailing how each Acceptable Means of Compliance (AMC) paragraph in the MRP Part M (RA 4900 series and applicable RA 1000 series3) is met. An example format of a CAME compliance matrix can be found at Annex A. 3 Applicable 1000 series RAs include but are not limited to RA 1006 - Delegation of Engineering Authorizations, RA 1011 - Military Continuing Airworthiness Manager Responsibilities, RA 1016 - Military Continuing Airworthiness Management and RA 1023 - Chief Air Engineers – Air Safety Responsibilities	No
4943[05](01)009	[05]	Authorized	AMC	4943(1).9 - AMC - Provision of the Continuing Airworthiness Management Exposition	The CAME should be in a digital form and made available to the MAA in a file format acceptable to the MAA.	No
4943[05](01)010	[05]	Authorized	AMC	4943(1).9 - AMC - Provision of the Continuing Airworthiness Management Exposition	The CAME should define the Mil CAMO's scope of work in terms of achieving the requirements of MRP Part M (RA 4900 series). The Mil CAMO facilities requirement is defined by what is necessary to achieve the Mil CAMO's scope of work.	No
4943[05](02)	[05]	Authorized	Regulation	4943(2) - Regulation - Continuing Airworthiness Management Exposition Approval	The Mil CAM shall seek Approval for the CAME, and any significant amendments to its contents, from the MAA.	No
4943[05](02)014	[05]	Authorized	AMC	4943(2) - AMC - Continuing Airworthiness Management Exposition Approval	The Mil CAM should seek Approval, through submission of a MAA Part M Form 2: Application for MRP Part M Approval, for the following significant amendments to the CAME prior to enacting the change: a. The Mil CAMO becoming responsible for additional Air System types or marks. b. A change of location of the Mil CAMO and / or Air System support arrangements. c. Changes to the Mil CAMO's Exposition and the associated procedures that could affect the Regulatory means of compliance. d. Other significant changes deemed appropriate by the Mil CAM.	No
4943[05](02)015	[05]	Authorized	AMC	4943(2) - AMC - Continuing Airworthiness Management Exposition Approval	Changes to the following personnel6 should be treated as a minor change: a. DDH. b. AM(MF). c. Mil CAM. d. Deputy Mil CAM. e. Mil CAMO Quality Manager. f. All other CAMO personnel.	No
4943[05](02)016	[05]	Authorized	AMC	4943(2) - AMC - Continuing Airworthiness Management Exposition Approval	Following changes of personnel listed in paragraph 15a-f, the MAA should be sent a copy of the updated CAME with the relevant amended details within 30 calendar days of the change taking place . The MAA will acknowledge receipt of the CAME within 30 calendar days.	No
4943[05](02)017	[05]	Authorized	AMC	4943(2) - AMC - Continuing Airworthiness Management Exposition Approval	Where a CAMO holds an approval based on an earlier version of the CAME but has submitted an MAA Form 2 to request approval of a later version, the DDH or AM(MF) may choose to use the latest revision of the CAME if they consider the Risk to be As Low As Reasonably Practicable and Tolerable. This decision should be formally documented and categorized as a Continuing Airworthiness Record by the Mil CAMO.	No
4945[06](01)	[06]	Authorized	Regulation	4945(1) - Regulation - Requirements for the Military Continuing Airworthiness Manager	The Mil CAM shall: a. Either: (1) Where they are within a construct supporting a Delivery Duty Holder (DDH) who has direct Air Safety Responsibility, be a Crown Servant; or, (2) Where they are within a construct supporting a Defence Contractor Flying Organization1(DCFO) have their appointment endorsed by the MAA through the submission and Approval of a MAA Maintenance Approved Organization Scheme (MAOS)/ Continuing Airworthiness Management Organization (CAMO) Form 4►2◄. b. Be responsible to the DDH3 and / or Accountable Manager (Military Flying) (AM(MF))3 and ensure that the organization is always in compliance with MRP Part M Subparts C and G, and when approved, Subpart I. c. Be responsible for the management and oversight of all CAw activities. d. Be able to show relevant knowledge and appropriate experience related to Air System CAw.	No

4945[06](01)001	[06]	Authorized	AMC	4945(1).1 - AMC - Requirements for the Military Continuing Airworthiness Manager	The Mil CAM should have: a. Practical experience and expertise in the application of Air Safety standards and safe operating practices in the CAw environment. b. A comprehensive knowledge4 of: (1) Relevant operational requirements and procedures. (2) The DDH's or AM(MF)s Air System operations and procedures. (3) Quality Systems. c. Either: (1) Have been a previous holder of Authority Level J ►◄; or, (2) Had five year's relevant work experience of which at least two should be from the aeronautical industry in an appropriate position. d. Engineering Council Professional Registration as ►detailed in RA 10024.◄ e. A thorough knowledge of the organization's Continuing Airworthiness Management Exposition (CAME). f. Knowledge of the type(s) of Air System(s) for which responsibility is held, gained through a formalized training course. Such courses should cover typical Systems embodied in those Air Systems being within the scope of Approval. g. Successfully completed ►all relevant Air Safety training courses5.◄ h. Knowledge of applicable Regulations	No
4945[06](02)	[06]	Authorized	Regulation	4945(2) - Regulation - Qualification of Personnel	The Mil CAMO shall have sufficient SQEP for the expected work: a. The Competence of all personnel involved in Mil CAMO activities shall be ►established◄ by the Mil CAM and recorded. (1) The Mil CAM shall establish and control the continued Competence of personnel involved in the Mil CAMO, Military Airworthiness Review and / or Quality Audits in accordance with approved procedures and to a standard agreed by the MAA.	No
4945[06](02)008	[06]	Authorized	AMC	4945(2).8 - AMC - Qualification of Personnel	►To◄ gain MAA Approval for the number of individuals and their requisite qualifications, the Mil CAMO should: a. Make an analysis of the tasks to be performed and the way in which it intends to divide and / or combine these tasks. ►This should include any Mil CAMO subcontracted tasks8 carried out by other organizations on the Mil CAMO's behalf.◄ b. Indicate how it intends to assign responsibilities. c. Establish the ►workforce◄ resource and the qualifications needed to perform the tasks. d. ►This analysis should be updated when significant changes in the tasks occur, relevant to the number and qualifications of persons needed.◄	No
4945[06](02)009	[06]	Authorized	AMC	4945(2).9 - AMC - Qualification of Personnel	Adequate initial and recurrent training should be provided and recorded to ►demonstrate◄ continued Competence.	No
4945[06](03)	[06]	Authorized	Regulation	4945(3) - Regulation - Personnel Competence and MRP Part M Authorization	The Mil CAM shall establish the Competence and control the Authorization of personnel making Airworthiness or Aircraft Maintenance Programme (AMP) decisions on behalf of the Mil CAM, or conducting other specific tasks for which the Mil CAM is responsible. In addition to the necessary expertise related to the job function, Competence shall include the understanding of relevant Mil CAMO governance, procedures and MRP Part M Regulation.	No
4945[06](03)014	[06]	Authorized	AMC	4945(3).14 - AMC - Personnel Competence and MRP Part M Authorization	All personnel who perform tasks or make decisions on behalf of the Mil CAM, including contracted staff, should be trained, assessed as Competent and authorized for specific Part M tasks, including, but not limited to: a. The extension of Preventive Maintenance, or the deferment of Corrective Maintenance. b. ►◄ c. Cannibalizations. d. The amendment or replacement of CAw Records, or access to quarantined CAw Records. e. The Audit of ►◄ Airworthiness data in support of Airworthiness Information Management processes. f. The approval of Mil CAMO Instructions .	No
4945[06](03)015	[06]	Authorized	AMC	4945(3).15 - AMC - Personnel Competence and MRP Part M Authorization	Individuals conducting a competence assessment of personnel employed in specific Part M tasks, should ensure that those being assessed have received an appropriate level of training or familiarization on the Air System type and relevant organization procedures prior to being authorized.	No
4945[06](03)016	[06]	Authorized	AMC	4945(3).16 - AMC - Personnel Competence and MRP Part M Authorization	Part M authorizations should be recorded using a system that is auditable.	No
4945[06](03)017	[06]	Authorized	AMC	4945(3).17 - AMC - Personnel Competence and MRP Part M Authorization	Where Part M activity is formally Subcontracted outside of the Mil CAMO the Mil CAM should ►seek Assurance◄ that those ►Subcontracted◄ staff are suitably trained, assessed as Competent and authorized. This should be detailed within the organization's CAME.	No

4947[05](01)	[05]	Authorized	Regulation	4947(1) - Regulation - Military Continuing Airworthiness Management Organization Responsibilities	For all Air Systems within the organization's Continuing Airworthiness Management Exposition (CAME), the approved Mil CAMO shall: a. Develop and control an Aircraft Maintenance Programme (AMP), support any applicable reliability programme and propose amendments and additions to the Maintenance schedule to the Type Airworthiness Authority (TAA)1. b. Manage the embodiment of Modifications and Repairs. c. Ensure that all Maintenance is carried out to the required Quality and in accordance with (iaw) the AMP, and correctly released2,3. d. Ensure that all applicable Special Instructions (Technical) (SI(T)) have their requirements fulfilled. e. Ensure that Military Maintenance Organizations(MMOs) and / or MRP Part 145 Approved Maintenance Organizations (AMOs) correctly manage Faults reported, or discovered, during scheduled Maintenance2. f. Co-ordinate scheduled Maintenance, fulfilling the requirements of SI(T)s and the replacement of service life limited parts. g. Manage and archive all Continuing Airworthiness (CAw) records and the operator's technical log. h. Conduct Assurance that the weight and moment statement reflects the current status of the Aircraft. i. Initiate and coordinate any necessary actions and follow-up activity highlighted by an Occurrence report. 1 Where the Air System is not UK MOD-owned, Type Airworthiness (TAw) management regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependent on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA.. 2 Refer to RA 4812 – Certification of Air System Release and Component Release (MRP 145.A.50). 3 Refer to RA 4961 – Aircraft Maintenance Programme and Military Continuing Airworthiness Management Organization responsibilities for Air System release - MRP Part M Subpart C.	Yes
4947[05](01)001	[05]	Authorized	AMC	4947(1)	For those Mil CAMOs which use Civil Aviation Authority approved organizations via a contracted arrangement4, the Mil CAM should rigorously demonstrate what Assurance and control measures will be employed by the Mil CAMO to ensure the Airworthiness of the Air System for any CAw responsibilities conducted by other parties5. 4 Refer to RA 1165 – UK Civil Aviation Authority Oversight of UK Military Registered Air Systems. 5 Refer to RA 4956 – Military Continuing Airworthiness Management Organization Tasks Performed by Other Organizations – MRP Part M Subpart G.	No
4947[05](01)002	[05]	Authorized	AMC	4947(1).2 - AMC - 4947(1)a	For all Air Systems within the organization's CAME, the approved Mil CAMO should refer to RA 4961[3]. 3 Refer to RA 4961 – Aircraft Maintenance Programme and Military Continuing Airworthiness Management Organization responsibilities for Air System release - MRP Part M Subpart C.	No
4947[05](01)003	[05]	Authorized	AMC	4947(1).3 - AMC - 4947(1)a	The Military Continuing Airworthiness Manager (Mil CAM) should support the TAA with CAw decisions when an Out of Service Date Extension Programme is being developed. Specific consideration should be given to any previous cost benefit analysis on Modifications not carried out6. 6 Refer to RA 5725 – Out of Service Date Extension Programme.	No
4947[05](01)004	[05]	Authorized	AMC	4947(1).4 - AMC - 4947(1)b	For all Air Systems within the organization's CAME, the approved Mil CAMO should refer to RA 4963 [7]. 7 Refer to RA 4963 – Modifications and Repairs – MRP Part M Subpart C.	No
4947[05](01)005	[05]	Authorized	AMC	4947(1).5 - AMC - 4947(1)c	For all Maintenance activity the Mil CAMO should agree the work package content with the Maintenance organization conducting the work and receive Assurance of its satisfactory completion.	Yes
4947[05](01)006	[05]	Authorized	AMC	4947(1).6 - AMC - 4947(1)c	The Mil CAMO should: a. Facilitate access for the Maintenance organization to the applicable current Approved Data, including that relating to Modifications and Repairs. b. Be responsible for the management and oversight of any issues arising from Maintenance including the delivery and acceptance processes. c. Conduct input and output meetings for each Air System to establish the required Maintenance (including any applicable Modifications, Repairs, SI(T)s and upgrades) and receive Assurance of its satisfactory completion. d. Manage the completion or deferment of emergent work, seeking and obtaining Technical Information (TI).	No

4947[05](01)007	[05]	Authorized	AMC	4947(1).7 - AMC - 4947(1)c	The Mil CAMO should maintain an airworthy fleet, and conduct Assurance on the standard of output from any MO. a. Where the Mil CAMO and Maintenance organization share the same Quality System (QS), this could be achieved through the internal QS process. For contracted organizations, the Mil CAMO should ensure appropriate contract cover is in place to provide equivalent levels of Assurance. b. Where the Mil CAMO and Maintenance organization do not share the same QS system, such Assurance should be achieved through either formal visits to the organization or external 2nd / 3rd party Assurance or auditing.	Yes
4947[05](01)008	[05]	Authorized	AMC	4947(1).8 - AMC - 4947(1)c	The Mil CAM should conduct Assurance of the support contract and framework where the Air System and / or component Maintenance has been contracted out to an Maintenance organization on behalf of the CAMO by a contracting agent (eg Delivery Team (DT)).	Yes
4947[05](01)009	[05]	Authorized	AMC	4947(1).9 - AMC - 4947(1)c	The Mil CAMO should acknowledge receipt if notified by a Maintenance organization that they intend to deviate from TI[2]. The Mil CAMO should consider the implications, providing comment on the deviation with a view to advising appropriate remedial action. 2 Refer to RA 4812 – Certification of Air System Release and Component Release (MRP 145.A.50).	Yes
4947[05](01)010	[05]	Authorized	AMC	4947(1).10 - AMC - 4947(1)d	For all Air Systems within the organization's CAME, the approved Mil CAMO should refer to RA 4962[8]. 8 Refer to RA 4962 – Special Instructions (Technical) – MRP Part M Subpart C.	No
4947[04](01)011	[05]	Authorized	AMC	4947(1).11 - AMC - 4947(1)e	The Mil CAMO should ensure the use of a Maintenance organization to conduct Corrective Maintenance. The Mil CAMO should conduct Assurance to check that the MOs use appropriately authorized personnel for the tasks.	Yes
4947[04](01)012	[05]	Authorized	AMC	4947(1).12 - AMC - 4947(1)e	The Mil CAMO should review Limitations / Acceptable Deferred Faults to: a. Highlight and address adverse trends, notifying these to the TAA, Delivery Duty Holder (DDH) or Accountable Manager (Military Flying) (AM(MF)) as appropriate. b. Identify any cumulative Risk. c. Ensure that, for out-of-limits Faults and damage, advice has been sought from the TAA on Airworthiness Risk.	Yes
4947[04](01)013	[05]	Authorized	AMC	4947(1).13 - AMC - 4947(1)e	The Mil CAMO should ensure that a register is maintained of reported instances of Air Systems displaying Uncommanded Flying Control Movements, Control Restrictions or other abnormal flying characteristics, with any detected trends being thoroughly investigated [9]. 9 Refer to RA 4061 – Air Systems Displaying Abnormal Flying Characteristics.	Yes
4947[04](01)014	[05]	Authorized	AMC	4947(1).14 - AMC - 4947(1)f	The Mil CAMO should plan and control all Maintenance activity, including the use of latitudes, deferments or Concessions as part of the fleet management task.	Yes
4947[04](01)015	[05]	Authorized	AMC	4947(1).15 - AMC - 4947(1)f	The Mil CAMO should inform the Aviation Duty Holder (ADH) or AM(MF) if there are any significant aspects of Maintenance that cannot be carried out and advise of the implications.	Yes
4947[04](01)016	[05]	Authorized	AMC	4947(1).16 - AMC - 4947(1)f	Where a service life limited part's life cannot be ascertained, the Mil CAMO should ensure that it is not used until such life can be determined, recovered or the part disposed of.	No
4947[04](01)017	[05]	Authorized	AMC	4947(1).17 - AMC - 4947(1)g	For all Air Systems within the organization's CAME, the approved Mil CAMO should refer to RA 4964 [10]. 10 Refer to RA 4964 – Continuing Airworthiness Management Records – MRP Part M Subpart C.	No
4947[05](01)018	[05]	Authorized	AMC	4947(1).18 - AMC - 4947(1)h	The Mil CAMO should conduct Assurance of the weight and moment statement to check that it reflects the current status of the Air System.	Yes
4947[05](01)019	[05]	Authorized	AMC	4947(1).19 - AMC - 4947(1)i	The Mil CAMO should maintain oversight of Occurrence reports [11] raised and subsequent action. Occurrence reports include, but are not limited to, Defence Air Safety Occurrence Reports (DASORs), Narrative Fault Reports and Serious Fault Reports. 11 Refer to RA 1410 – Occurrence Reporting and Management.	No
4947[05](01)020	[05]	Authorized	AMC	4947(1).20 - AMC - 4947(1)i	The Mil CAMO should report to the TAA, any identified condition of an Air System, component or Maintenance procedure that endangers Air Safety as identified by the Mil CAMO.	No
4947[05](01)021	[05]	Authorized	AMC	4947(1).21 - AMC - 4947(1)i	Where an Air System Occurrence report has an Airworthiness aspect, the Mil CAMO should ensure the investigation of the Occurrence and subsequent recovery of the Air System (including any associated components) is robust.	Yes
4947[05](01)022	[05]	Authorized	AMC	4947(1).22 - AMC - 4947(1)i	Where the Occurrence report has a CAw implication for the fleet, the Mil CAMO should ensure that appropriate remedial action is taken to minimize re-occurrence. This could include: a. Changes to the AMP. b. Addressing Human Factors issues (which could include training, working conditions, etc).	Yes

4947[05](01)023	[05]	Authorized	AMC	4947(1).23 - AMC - 4947(1)i	Where the Occurrence report has a Type Airworthiness implication the Mil CAMO should confirm that appropriate remedial action is being taken by the TAA /Original Equipment Manufacturer. This could be achieved by: a. Raising a MOD Form 760 [12] or equivalent. b. Identifying the requirement for a Follow Up Report to the Occurrence report to be carried out by the TAA [11]. 11 Refer to RA 1410 – Occurrence Reporting and Management. 12 Refer to MOD Form 760 – Narrative Fault Report.	Yes
4947[05](01)024	[05]	Authorized	AMC	4947(1).24 - AMC - 4947(1)i	The Mil CAMO should ensure that appropriate follow-up activity to relevant Occurrence reports is completed, keeping the DDH or AM(MF) apprised of any significant Airworthiness issues. This includes ensuring the satisfactory completion of the Maintenance aspects of the Air System's DASOR.	Yes
4948[04](01)	[04]	Authorized	Regulation	4948(1) - Regulation - Documentation	The Mil CAMO shall hold and use applicable current TI in the performance of RA 4947[1] Continuing Airworthiness Management tasks. [1] Refer to RA 4947 – Continuing Airworthiness Management - MRP Part M Sub Part G.	Yes
4948[04](01)001	[04]	Authorized	AMC	4948(1).1 - AMC - Documentation	The ►Military Continuing Airworthiness Manager (Mil CAM)◄ should establish appropriate procedures for ensuring that the TI is current.	Yes
4948[04](01)002	[04]	Authorized	AMC	4948(1).2 - AMC - Documentation	Where hard-copy publications are employed, the ►Mil CAM◄ should ensure that they are available in sufficient quantity, quality and are at the correct amendment state.	Yes
4948[04](01)003	[04]	Authorized	AMC	4948(1).3 - AMC - Documentation	Where digital publications are employed, the ►Mil CAM◄ should ensure that the Maintenance organization has ►unrestricted◄ access to TI, which includes sufficient quantities of IT equipment appropriate to the environment.	Yes
4948[04](01)004	[04]	Authorized	AMC	4948(1).4 - AMC - Documentation	Where pre-printed Maintenance Work Orders are developed, the ►Mil CAM◄ should ensure that these continue to reflect the requirements of the Aircraft Maintenance Programme and Air System Document Set (ADS).	Yes
4951[05](01)	[05]	Authorized	Regulation	4951(1) - Regulation - Establishing a Quality System	The Military Continuing Airworthiness Manager (Mil CAM) shall establish an independent QS and designate a ►Mil CAMO◄ QM to monitor compliance with, and the adequacy of, procedures required to ensure Airworthy Air Systems.Compliance monitoring shall include a feedback system to the Delivery Duty Holder (DDH) or Accountable Manager (Military Flying) (AM(MF)) to ensure corrective action ►is completed◄ as necessary.	Yes
4951[05](01)002	[05]	Authorized	AMC	4951(1).2 - AMC - Establishing a Quality System	►The Mil CAM should appoint a Mil CAMO QM. The Mil CAMO QM should: a. Be able to demonstrate appropriate direct access to the DDH or AM(MF) on matters concerning the QS, with that relationship reflected in the CAME. b. Highlight non-compliances and poor standards to the Mil CAM. c. Be responsible for follow up or closure of any QS findings. d. Have successfully completed all relevant Air Safety training courses [1]. e. Have a thorough knowledge of the organization's CAME. f. Where they are non-Crown Servants, have their appointment endorsed by the MAA through the submission and approval of a MAA MAOS / CAMO Form 4 [2].◄ 1 ►Refer to RA 1440 – Air Safety Training. 2 Refer to the MAOS / CAMO Form 4 – Details of Nominated Personnel.◄	Yes
4951[05](01)003	[05]	Authorized	AMC	4951(1).3 - AMC - Establishing a Quality System	The scope of the QS should cover all Continuing Airworthiness activities including those sub-contracted.	Yes
4951[05](01)004	[05]	Authorized	AMC	4951(1).4 - AMC - Establishing a Quality System	Procedures should be subject to periodic review. It is the responsibility of all personnel to report any difficulties with the procedures via their organization's internal feedback mechanisms.	Yes
4951[05](01)005	[05]	Authorized	AMC	4951(1).5 - AMC - Establishing a Quality System	►◄	No
4951[05](01)006	[05]	Authorized	AMC	4951(1).6 - AMC - Establishing a Quality System	The feedback part of the system should address who is required to rectify any non-compliance in each particular case and the procedure to be followed if rectification is not completed within appropriate timescales; the feedback system should be directed to the DDH or AM(MF) through the Mil CAM.	Yes
4951[05](01)007	[05]	Authorized	AMC	4951(1).7 - AMC - Establishing a Quality System	The independent Quality Audit reports should be sent to the relevant department for rectification action giving target ►deadline◄ dates. These dates should have been previously discussed with the department. The relevant department is required to rectify findings and inform the ►Mil CAMO◄ QM or the Quality auditor of such rectification.	Yes
4951[05](01)008	[05]	Authorized	AMC	4951(1).8 - AMC - Establishing a Quality System	The Mil CAM should hold regular meetings with ►corrective action plan owners◄ to check progress on rectification. Such meetings may be delegated on a routine basis to the ►Mil CAMO◄ QM, subject to ►the Mil CAM meeting at least twice per year with the personnel involved to review the overall performance.	Yes
4951[05](01)009	[05]	Authorized	AMC	4951(1).9 - AMC - Establishing a Quality System	►◄	No

4951[05](02)	[04]	Authorized	Regulation	4951(2) - Regulation - Functions of the Quality System	The QS shall monitor all Mil CAMO activities. It shall include the following functions, as a minimum: a. Assurance of personnel Competence. b. Assurance of all CAMO tasks, processes, ►orders◄ and procedures. c. Assurance of CAME compliance with Regulation. d. Assurance of Alternative Acceptable Means of Compliance, Waivers and Exemption (AWE) submissions and subsequent AWE management. e. Assurance of Maintenance activity conducted by Maintenance organizations is adequate for maintaining the Continuing Airworthiness of their Air Systems. f. Assurance of all Contracted Maintenance carried out in accordance with (iaw) the Air System Document Set(ADS). g. Assurance of continued compliance with the requirements of MAA Approval of the Mil CAMO. h. Assurance of all Mil CAMO activities being performed iaw RA 4900 - 4974 (MRP Part M).	Yes
4951[05](02)014	[05]	Authorized	AMC	4951(2).14 - AMC - Functions of the Quality System	The independent Quality Audit should: a. ►Conduct Verification◄ and ►Validation of all◄ procedures and changes to the procedures within the CAME. b. Use product sampling and sample checks. c. Reach across applicable organizations, including Maintenance organization(s) (Forward and Depth (or Line and Base)), Delivery Team(s) (DT) and all Mil CAMO activity. d. Ensure that all aspects of compliance are checked annually, including all the Subcontracted activities [4]. ►This◄ may be carried out as a complete single exercise or subdivided over the annual period iaw a scheduled plan. 4 Refer to RA 4956 – Military Continuing Airworthiness Management Organization Tasks Performed by Other Organizations - MRP Part M Subpart G.	Yes
4951[05](02)015	[05]	Authorized	AMC	4951(2).15 - AMC - Functions of the Quality System	Where findings have been identified, the particular procedure should be rechecked until the findings have been rectified, after which the independent Audit procedure may revert back to the annual interval for that particular procedure. Provided that there are no Safety related findings, the Audit time periods specified may be increased by ►the Mil CAM but this should not exceed◄ 100% (ie to a 2 year cycle) ►◄.	Yes
4951[05](02)016	[05]	Authorized	AMC	4951(2).16 - AMC - Functions of the Quality System	Where the organization has more than one location approved, the QS should describe how these are integrated into the system and include a plan to audit each location every year.	Yes
4951[05](02)017	[05]	Authorized	AMC	4951(2).17 - AMC - Functions of the Quality System	A report should be raised each time an audit is carried out describing what was checked and the resulting findings against applicable requirements, procedures and products.	Yes
4951[05](02)018	[05]	Authorized	AMC	4951(2).18 - AMC - Functions of the Quality System	The independence of the Audit should be established by always ensuring that Audits are carried out by personnel not ►involved with◄ the function, procedure or products being checked.	Yes
4951[05](02)019	[05]	Authorized	AMC	4951(2).19 - AMC - Functions of the Quality System	An organization should establish a quality plan to show when and how often the Mil CAMO activities will be audited.	Yes
4951[05](02)020	[05]	Authorized	AMC	4951(2).20 - AMC - Functions of the Quality System	All non-conformities ►and◄ non-compliances ►◄ should be investigated and rectified using a Root Cause Analysis (RCA) approach►◄, tool, or techniques►5◄. Instructions for the use of RCA should be detailed in Part 2 of the CAME. 5 ►Further information may be found in Civil Aviation Authority - CAP1760 – Effective Problem Solving and Root Cause Identification Stage 6, refers. Available at: http://publicapps.caa.co.uk/docs/33/CAP1760 Root Cause Identification Paper (Issue 02 April 19).pdf◄	Yes
4951[05](03)	[05]	Authorized	Regulation	4951(3) - Regulation - Retention of Quality System Records	The records of these activities shall be stored for at least two years►◄.	Yes
4951[05](03)025	[05]	Authorized	AMC	4951(3).25 - AMC - Retention of Quality System Records	►Mil CAMO Quality System Records should be categorized as Continuing Airworthiness Records7 and retained for at least two years.◄	Yes
4954[05](01)	[05]	Authorized	Regulation	4954(1) - Regulation - Continued Validity of Approval	An Approval shall be issued for an unlimited duration. It shall remain valid subject to: a. The Mil CAMO remaining in compliance with the MRP Part M Subpart G (and Subpart I where applicable), in accordance with (iaw) the provisions related to the handling of findings [1]. b. The MAA being granted access to the Mil CAMO to determine continued compliance with MRP Part M Subpart G (and Subpart I where applicable). c. The Approval not being surrendered, suspended or revoked. 1 Refer to RA 4955 – Findings - MRP Part M Sub Part G.	No
4954[05](01)001	[05]	Authorized	AMC	4954(1).1 - AMC - Continued Validity of Approval	The Military Continuing Airworthiness Manager (Mil CAM) should confirm by email [2] at least every 3 years and prior to any formal MAA surveillance Audit that the contents of their Approval certificate and Exposition remain valid. Failure to provide the required confirmation may result in the suspension of the Approval. 2 Confirmation of continued validity is to be sent to DSA-MAA-OA-ACC@mod.gov.uk.	No

4954[05](01)002	[05]	Authorized	AMC	4954(1).2 - AMC - Continued Validity of Approval	Mil CAMOs that do not exercise their Approval within a 2 year period should surrender the Approval unless a contractual requirement for its retention can be demonstrated.	No
4954[05](02)	[05]	Authorized	Regulation	4954(2) - Regulation - Approval Surrender, Suspension or Revocation	Upon surrender, suspension or revocation, the approval certificate shall be returned to the MAA.	No
4954[05](02)004	[05]	Authorized	AMC	4954(2).4 - AMC - Approval Surrender, Suspension or Revocation	The Mil CAM should return the Approval certificate to the MAA upon surrender, suspension, or revocation.	No
4955[04](01)	[04]	Authorized	Regulation	4955(1) - Regulation - Findings	After receipt of notification of MAA findings the Mil CAM shall devise and execute a Corrective Action Plan which demonstrates how the finding and the root cause, will be rectified ►◄ to prevent recurrence. This shall be done to the satisfaction of the MAA within the period stipulated in the notification.	Yes
4955[04](01)001	[04]	Authorized	AMC	4955(1).1 - AMC - Finding	All non-conformities ►and◄ non-compliances ►◄ should be investigated and rectified using a RCA approach, tool, or technique [1]. Instructions for the use of RCA should be detailed in Part 2 of the Continuing Airworthiness Management Exposition. 1 Further information may be found in Civil Aviation Authority - CAP1760 – Effective Problem Solving and Root Cause Identification ►Stage 6, refers. Available at: http://publicapps.caa.co.uk/docs/33/CAP1760 Root Cause Identification Paper (Issue 02 April 19).pdf.	Yes
4955[04](01)002	[04]	Authorized	AMC	4955(1).2 - AMC - Finding	►Issues or required work identified in an Aircraft Product Sample (APS) report [2], should be actioned.◄ 2 Details of issues and work required are found in the APS Report Annex A: MAA APS Summary of Areas Requiring Further Attention.◄	Yes
4956[05](01)	[05]	Authorized	Regulation	4956(1) - Regulation - Sub-Contracting of Military Continuing Airworthiness Management Organization Tasks	The Mil CAM shall retain responsibility for all Continuing Airworthiness tasks carried out on behalf of the Mil CAMO by other parties.	Yes
4956[05](01)001	[05]	Authorized	AMC	4956(1).1 - AMC - Sub-Contracting of Military Continuing Airworthiness Management Organization Tasks	Where tasks are carried out on behalf of the Mil CAMO by other parties, the Mil CAM should ensure that such activity is sufficient to fulfil Continuing Airworthiness requirements and that adequate assurance and control measures are in place.	Yes
4956[05](01)002	[05]	Authorized	AMC	4956(1).2 - AMC - Sub-Contracting of Military Continuing Airworthiness Management Organization Tasks	Where another department within the same organization is performing tasks for which the Mil CAMO is responsible ►◄, eg typically within a Ministry of Defence (MOD) Delivery Team (DT), then the Mil CAM should establish a documented agreement with that department to demonstrate sufficient control of their responsibilities. The agreement should: a. Explicitly name the department and the Mil CAMO. b. Define what responsibilities the department fulfils on behalf of the Mil CAMO and the post title of the person responsible for their delivery. c. Define the number and Competence of personnel committed to these tasks to the satisfaction of the Mil CAMO [1]. d. Define a ►procedure◄ by which changes to the resourcing of tasks are communicated and agreed. e. Be referenced in the Continuing Airworthiness Management Exposition(CAME). f. ►Be endorsed by both parties.◄ 1 Refer to RA 4945 – Personnel Requirements - MRP Part M Subpart G.	No
4956[05](01)003	[05]	Authorized	AMC	4956(1).3 - AMC - Sub-Contracting of Military Continuing Airworthiness Management Organization Tasks	Commercial contracts for the completion of Mil CAMO tasks should not authorize the sub-contracted organization to further sub-contract elements of the Continuing Airworthiness management tasks to other organizations. In this regard however, the documented agreement in paragraph 2 above is not considered a level of commercial contract.	Yes
4956[05](01)004	[05]	Authorized	AMC	4956(1).4 - AMC - Sub-Contracting of Military Continuing Airworthiness Management Organization Tasks	Contracts placed for the conduct of Mil CAMO activity should guarantee access for the conduct of quality audits[2]. [2] Refer to RA 4951 – Quality System - MRP Part M Sub Part G.	Yes
4961[03](01)	[03]	Authorized	Regulation	4961(1) - Regulation - Aircraft Maintenance Programme	The Military Continuing Airworthiness Manager (Mil CAM) shall ensure all Air Systems identified in their Continuing Airworthiness Management Exposition (CAME) are maintained to the requirements of the applicable TI.	No
4961[03](01)001	[03]	Authorized	AMC	4961(1).1 - AMC - Aircraft Maintenance Programme	The ►Mil CAM◄ should ensure that each Air System's Maintenance is planned using an AMP. The AMP should detail all the Maintenance requirements for that Air System, including as a minimum: a. TAA approved Maintenance schedules►2◄. b. Other TAA produced TI (including Special Instructions (Technical [3])). c. Locally produced TI (including Mil CAMO Instructions [4]). d. Environmental factors►2◄. e. Embodiment of Modifications. f. Deferred Corrective Maintenance requirements that have been identified. 2 Including body fluid removal, refer to RA 4103 – Removal of Body Fluid Contamination from Aircraft.◄ 3 Refer to RA 4962 – Special Instructions (Technical) – MRP Part M Subpart C. 4 Refer to RA 4966 – Military Continuing Airworthiness Management Organization Instructions – MRP Part M Sub Para C. 5 Refer to RA 4943 – Continuing Airworthiness Management Exposition – MRP Part M Subpart G	No

4961[03](01)002	[03]	Authorized	AMC	4961(1).2 - AMC - Aircraft Maintenance Programme	The ►Mil CAM◄ should have a ►procedure◄5 for continually maintaining the AMP ►and checking its effectiveness◄. The ►procedure◄ should ensure the AMP is compliant with the applicable TI and in concurrence with the protocols required by the TAA [6]. 5 Refer to RA 4943 – Continuing Airworthiness Management Exposition – MRP Part M Subpart G. 6 Refer to RA 5320 – Air System Maintenance Schedule – Design ►and Validation.◄	No
4961[03](01)003	[03]	Authorized	AMC	4961(1).3 - AMC - Aircraft Maintenance Programme	Where the operating environment may affect the Continuing Airworthiness of the Air System and no mitigating action is included in the TI, the Mil CAMO should consult with the TAA to determine appropriate mitigating activity for subsequent inclusion in the AMP.	No
4961[03](01)004	[03]	Authorized	AMC	4961(1).4 - AMC - Aircraft Maintenance Programme	The ►Mil CAM◄ should agree the AMP work package content with the relevant Maintenance organization and ensure its satisfactory completion before flight.	No
4961[03](02)	[03]	Authorized	Regulation	4961(2) - Regulation - Military Continuing Airworthiness Management Organization Responsibilities Prior to the Release of an Air System	The ►Mil CAM◄ shall ensure all planned Corrective and Preventive Maintenance has been completed and documented prior to an Air System being Released for Flight.	Yes
4961[03](02)010	[03]	Authorized	AMC	4961(2).10 - AMC - Military Continuing Airworthiness Management Organization Responsibilities Prior to the Release of an Air System	The ►Mil CAM◄ should ensure that prior to an Air System being released for Flight, all Corrective and Preventive Maintenance due before the end of the planned Period of Operation has been completed and documented in the Air System technical log [8]. 8 Refer to RA 4964(1): Continuing Airworthiness Record Keeping.	Yes
4961[03](02)011	[03]	Authorized	AMC	4961(2).11 - AMC - Military Continuing Airworthiness Management Organization Responsibilities Prior to the Release of an Air System	The ►Mil CAM◄ should have ►a procedure◄ in place to ensure all tasks have been completed prior to flight.	Yes
4961[03](02)012	[03]	Authorized	AMC	4961(2).12 - AMC - Military Continuing Airworthiness Management Organization Responsibilities Prior to the Release of an Air System	►The Mil CAM should ensure appropriate loose article recovery actions have been completed prior to flight, if required [9].◄ 9 ►Refer to RA 4253 – Loose Article Recovery. ◄	Yes
4961[03](02)013	[03]	Authorized	AMC	4961(2).13 - AMC - Military Continuing Airworthiness Management Organization Responsibilities Prior to the Release of an Air System	Where extensions to Preventive Maintenance are permitted by the applicable TI, the ►Mil CAM◄ should detail the ►◄ procedures for assessing the Airworthiness impact and recording [10] the applied latitude. This should include as a minimum: a. Why the deferment applies. b. Why the deferment does not compromise Airworthiness [11]. c. When the Maintenance is to be conducted. d. The Competent12 and authorized individual who approved the decision. 10 In the MOD Form 700 / Air System technical log. 11 Refer to RA 4947 – Continuing Airworthiness Management – MRP Part M Subpart G. In particular, note the requirement in AMC to RA 4947(1)f to inform the Aviation Duty Holder (ADH) or Accountable Manager (Military Flying) (AM(MF)) of significant aspects of Maintenance that cannot be carried out.	Yes
4961[02](02)014	[03]	Authorized	AMC	4961(2).14 - AMC - Military Continuing Airworthiness Management Organization Responsibilities Prior to the Release of an Air System	Where Corrective Maintenance or Faults that exceed the limits laid down in TI are deferred, the ►Mil CAM◄ should detail the ►◄ procedures for assessing the Airworthiness impact and recording [5] the applied latitude as described in paragraph►13◄. 5 Refer to RA 4943 – Continuing Airworthiness Management Exposition – MRP Part M Subpart G. 13 Refer to RA 4812 – Certification of Air System Release and Component Release (MRP 145.A.50).	Yes
4961[03](03)	[02]	Authorized	Regulation	4961(3) - Regulation - Reliability Programme	The Mil CAM shall ensure all Air Systems identified in their CAME are subject to a reliability programme.	Yes
4961[03](03)019	[03]	Authorized	AMC	4961(3).19 - AMC - Reliability Programme	If the reliability programme identifies Airworthiness risks due to applying the Preventive Maintenance periodicity in the TI, the ADH/AM (MF) and the TAA should be informed.	Yes
4962[03](01)	[03]	Authorized	Regulation	4962(1) - Regulation - Special Instructions (Technical)	The Military Continuing Airworthiness Manager (Mil CAM) shall ensure all SI(T), applicable to Air Systems identified in their Continuing Airworthiness Management Exposition (CAME), are correctly ►fulfilled◄ as required by the TAA or Commodity DT.	Yes
4962[03](01)001	[03]	Authorized	AMC	4962(1).1 - AMC - Special Instructions (Technical)	The ►Mil CAM◄ should ensure ►all◄ SI(T) ►are fulfilled within◄ the mandated timescales. If the ►Mil CAM◄ cannot meet the mandated timescale, deferment should be obtained from the TAA or Commodity DT issuing the SI(T).	Yes
4962[03](01)002	[03]	Authorized	AMC	4962(1).2 - AMC - Special Instructions (Technical)	The ►Mil CAM◄ should manage the compliance of such instructions by: a. Arranging for the distribution and ensuring the receipt of the SI(T) [3]. b. Incorporation of the SI(T) into applicable Aircraft Maintenance Programmes (AMP). c. Tasking appropriate Maintenance organizations. d. Recording applicability and ►fulfilment◄ for each individual Air System. 3 To key stakeholders, possibly including the Delivery Duty Holder (DDH) / ►Accountable Manager (Military Flying) (AM(MF))◄ and relevant Chief Air Engineer.	Yes

4962[03](01)003	[03]	Authorized	AMC	4962(1).3 - AMC - Special Instructions (Technical)	The ►Mil CAM◄ should consider any follow-up action that may be required post SI(T) ►fulfilment.◄	Yes
4962[03](01)004	[03]	Authorized	AMC	4962(1).4 - AMC - Special Instructions (Technical)	The ►Mil CAM◄ should support the development of SI(T) by advising of any impact on availability, capability and sustainability.	Yes
4962[03](01)005	[03]	Authorized	AMC	4962(1).5 - AMC - Special Instructions (Technical)	The ►Mil CAM◄ should maintain records of extant SI(T) and advise the TAA or Commodity DT and DDH / AM(MF) of ►fulfilment◄ of the requirement. Where the SI(T) cannot be ►fulfilled◄ within required timescales and no deferment has been issued by the TAA or Commodity DT, the ►Mil CAM◄ should inform the TAA or Commodity DT and the DDH / AM(MF).	Yes
4962[03](01)006	[03]	Authorized	AMC	4962(1).6 - AMC - Special Instructions (Technical)	The ►Mil CAM◄ should develop and define a ►procedure within◄ the CAME to ensure recurrent SI(T) are ►fulfilled◄ at the prescribed intervals and prevent Air Systems flying if they have not had an applicable SI(T) ►fulfilled.◄	Yes
4962[03](01)007	[03]	Authorized	AMC	4962(1).7 - AMC - Special Instructions (Technical)	The ►Mil CAM◄ should ensure that SI(T) actions no longer required by the TAA or Commodity DT are correctly removed from the AMP.	Yes
4962[03](01)008	[03]	Authorized	AMC	4962(1).8 - AMC - Special Instructions (Technical)	The ►Mil CAM◄ should ensure the satisfaction of ►Mil CAMO Instructions◄ using the same principles as for an SI(T)►4◄.	Yes
4962[03](01)009	[03]	Authorized	AMC	4962(1).9 - AMC - Special Instructions (Technical)	►When issued as a SI(T) by the TAA, the Mil CAM should manage the fulfilment of all Airworthiness Directives (AD) and Service Bulletins (SB).◄	Yes
4963[03](01)	[03]	Authorized	Regulation	4963(1) - Regulation - Modifications and Repairs	The Military Continuing Airworthiness Manager (Mil CAM) shall ensure all Modifications and Repairs on Air Systems identified in their Continuing Airworthiness Management Exposition (CAME) are correctly embodied in compliance with the instructions issued by the Type Airworthiness Authority [1] (TAA). 1 Where the Air System is not UK MOD-owned, Type Airworthiness (TAw) management regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependent on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA	Yes
4963[03](01)001	[03]	Authorized	AMC	4963(1).1 - AMC - Modifications and Repairs	The Mil CAM should maintain oversight of individual Air System Airworthiness and trends across all similar Air Systems identified in their CAME. The Mil CAM should coordinate the scheduling of Modifications and Repairs and manage their approvals where suitable data is not available. This should be achieved by: a. All requests for Approved Data / Repair schemes being made to the TAA through the Mil CAMO. b. Performing the function of fleet manager / controller. c. Consulting with the Maintenance organizations conducting Modifications and Repairs to determine priorities. d. Deciding where Modifications and Repairs are carried out and managing the tasking and transfer process where appropriate. e. Managing all Cannibalizations. f. Authorizing Cannibalizations from Category 32 and 43 Air Systems undergoing Repair.	Yes
4963[03](01)002	[03]	Authorized	AMC	4963(1).2 - AMC - Modifications	For all planned Airworthiness and non-Airworthiness Modifications the Mil CAM should: a. Assess the impact of the Modification. b. Consider the implications of the Modification for the Delivery Duty Holder (DDH) / Accountable Manager (Military Flying) (AM(MF)), including the impact of non-Airworthiness Modifications and the scheduling of embodiment where applicable. c. Develop an implementation strategy in consultation with the TAA and the Maintenance organization embodying the Modification.	No
4963[03](01)003	[03]	Authorized	AMC	4963(1).3 - AMC - Modifications	The Mil CAM should schedule Modifications and then manage Modification embodiment in support of the TAA's Regulatory requirements: a. For Modifications with an Airworthiness impact, the Mil CAM should ensure that the embodiment is completed within the TAA's recommended timescales for the platform. b. The Mil CAM should monitor progress throughout the embodiment process. c. The Mil CAM should ensure configuration control of the Modification and that the overall Modification state and Airworthiness condition of the Air System is documented. d. Maintain oversight of the assembly, storage and issue of Modification kits.	Yes
4963[03](01)004	[03]	Authorized	AMC	4963(1).4 - AMC - Repairs	The Mil CAM should: a. Ensure all known and suspected Faults are assessed to confirm if they require a Repair. b. Report Serious Faults to the TAA. c. Schedule the Repair and then manage its embodiment in conjunction with the organization conducting the Repair. d. Request an appropriate Repair scheme or Concession for damage outside Approved Data from the TAA or appropriately approved Design Organization. e. Monitor the use of Repair schemes and Concessions and report issues to the DDH / AM(MF) and inform the TAA of any additional requirements.	Yes

4963[03](01)005	[03]	Authorized	AMC	4963(1).5 - AMC - Repairs	The Mil CAM should ensure all Repair deferrals and limitations are assessed by a suitably Competent individual and are correctly recorded. The procedure for managing this should be detailed in the CAME.	Yes
4964[02](01)	[02]	Authorized	Regulation	4964(2) - Regulation - Continuing Airworthiness Record Keeping	The Military Continuing Airworthiness Manager (Mil CAM) shall ensure CAw records enable the completion and Assurance of the Mil CAMO responsibilities[1]. [1] Refer to RA 4947 – Continuing Airworthiness Management – MRP Part M Sub Part G.	Yes
4964[02](01)001	[02]	Authorized	AMC	4964(2).1 - AMC - Continuing Airworthiness Record Keeping	The ►Mil CAM◄ should ensure that all CAw activity is recorded and includes, as a minimum: a. Details of the Air System type, the registration mark and the date, together with: (1) Total flight time. (2) Total flight cycles. (3) Total number of landings. (4) Any other Airworthiness data specified by the Type Airworthiness Authority (TAA)►2◄. b. The current Air System status, including: (1) Status of Special Instructions (Technical) (SI(T)s). (2) Status of Modifications and Repairs. (3) Status of compliance with the Aircraft Maintenance Programme(AMP). (4) Status of service life limited components, including life remaining. (5) Weight and balance report. (6) Status of deferred Maintenance and operational limitations. (7) Symmetry check report (if required by the Air System Document Set). (8) Status of the Military Airworthiness Review Certificate (MARC) and supporting information. c. A technical log for each Air System, including: (1) Information about each flight, necessary to ensure continued Flight Safety. (2) The document containing the Certification of Air System Release. (3) The current Maintenance statement. If the Air System is declared serviceable this should include a declaration that no Maintenance is outstanding and state when the next scheduled Maintenance is due. (4) A copy of the current MARC. (5) List of deferred Maintenance and operational limitations. (6) Any necessary guidance instructions on Maintenance support arrangements.	Yes
4964[02](01)002	[02]	Authorized	AMC	4964(1).2 - AMC - Continuing Airworthiness Record Keeping	The ►Mil CAM◄ should ensure records are maintained of all competence assessments and Authorizations issued.	No
4964[02](01)003	[02]	Authorized	AMC	4964(1).3 - AMC - Continuing Airworthiness Record Keeping	The ►Mil CAM◄ should ensure Maintenance records and any associated Technical Information (TI) are retained by the Maintenance organization.	Yes
4964[02](01)004	[02]	Authorized	AMC	4964(1).4 - AMC - Continuing Airworthiness Record Keeping	The ►Mil CAM◄ should ensure records are maintained of any CAw activities and decisions taken in line with its responsibilities►1◄ or MRP Part M Subpart C (eg Maintenance programme development, Modification and Repair management, SI(T) application, Fault management and Occurrence report management).	Yes
4964[02](01)005	[02]	Authorized	AMC	4964(1).5 - AMC - Continuing Airworthiness Record Keeping	The ►Mil CAM◄ should ensure CAw records: a. Are present. b. Can be accessed by those entitled. c. Can be understood. d. Can be trusted as being authentic. e. Can be disposed of when no longer required.	Yes
4964[02](01)006	[02]	Authorized	AMC	4964(1).6 - AMC - Continuing Airworthiness Record Keeping	In addition to these requirements, Airworthiness documentation should indicate, where appropriate, the source of the record, higher authority and associated references and / or TI.	Yes
4964[02](01)007	[02]	Authorized	AMC	4964(1).7 - AMC - Continuing Airworthiness Record Keeping	The ►Mil CAM◄ should present the records to the MAA upon request.	Yes
4964[02](02)	[02]	Authorized	Regulation	4964(2) - Regulation - Continuing Airworthiness Records	The Mil CAM shall ensure procedures are in place for the management and retention of Continuing Airworthiness records.	Yes
4964[02](02)009	[02]	Authorized	AMC	4964(2).9 - AMC - Continuing Airworthiness Records	Configuration Control. CAw records should be configuration controlled. Responsibility and Accountability for maintaining configuration control of CAw records should be specified in the Continuing Airworthiness Management Exposition (CAME).	Yes

4964[02](02)010	[02]	Authorized	AMC	4964(2).10 - AMC - Continuing Airworthiness Records	Retention of records. The ►Mil CAM◄ should ensure ►that all retained◄CAw records meet the following conditions: a. AIM records should be categorized into one of the categories detailed by the TAA in the AIM instructions and retained for at least the minimum retention periods specified for each documentation category. b. Other CAw records that are classified as “significant Air Safety documentation”, should be retained ►in accordance with RA 1225. c. Quality System14 records and Military Airworthiness Review Surveyor records should be retained for the duration stated in the relevant RA.◄ d. Records should be stored in a manner that ensures protection from damage, alteration and theft. e. The records should remain readable and accessible for the duration of the retention period. f. Physical separation of live and backup records should be maintained. g. MARCs, together with all supporting documents, should be classified as significant Air Safety documentation.	Yes
4964[02](02)011	[02]	Authorized	AMC	4964(2).11 - AMC - Continuing Airworthiness Records	Records Audit. All CAw records that have been mandated for retention should be available for Audit purposes.	Yes
4964[02](02)012	[02]	Authorized	AMC	4964(2).12 - AMC - Continuing Airworthiness Records	Quarantine of records. Whenever the requirement arises , the ►Mil CAM◄should quarantine the CAw records: a. The records should be made available to Accident investigators on request. b. Access to quarantined records, including copies and the live information system, should be controlled through a means specified by the ►Mil CAM◄, so as not to prejudice any investigation. c. Release of the records for full read / write access post quarantine should be strictly controlled and meet the needs of Accident investigators.	Yes
4964[02](02)013	[02]	Authorized	AMC	4964(2).13 - AMC - Continuing Airworthiness Records	Lost, corrupted or inaccurate records. The ►Mil CAM◄ should manage the actions to be taken in the event that CAw records are lost, corrupted or inaccurate, to mitigate the impact on Air Safety.	Yes
4964[02](02)014	[02]	Authorized	AMC	4964(2).14 - AMC - Continuing Airworthiness Records	Records transfer. The ►Mil CAM◄ should ensure that, where a Maintenance organization terminates its operation, all retained Maintenance records are transferred to the relevant Mil CAMO, which should retain the records for the prescribed retention period. Details of the transfer should be recorded to show who effected the transfer and who receives the records.	Yes
4964[02](02)015	[02]	Authorized	AMC	4964(2).15 - AMC - Continuing Airworthiness Records	Organization closure. Where a Mil CAMO terminates its operation, all retained records should be transferred to the operating organization, unless determined otherwise by the MAA.	Yes
4964[02](02)016	[02]	Authorized	AMC	4964(2).16 - AMC - Continuing Airworthiness Records	Air System transfer. Where CAw management of an Air System is transferred to another Mil CAMO, all retained records should be transferred to the new Mil CAMO. Details of the transfer should be recorded.	Yes
4964[02](02)017	[02]	Authorized	AMC	4964(2).17 - AMC - Continuing Airworthiness Records	Records disposal. The ►Mil CAM◄ should ensure a CAw records disposal procedure is included in the CAME.	Yes
4964[02](02)018	[02]	Authorized	AMC	4964(2).18 - AMC - Continuing Airworthiness Records	►Hard copy records scanning. Completed hard copy records may be scanned and stored electronically but should be subject to certification that the electronic copy is a true, legible and complete facsimile of the original.◄	Yes
4965[02](01)	[02]	Authorized	Regulation	4965(1) - Regulation - Military Continuing Airworthiness Maintenance Organization responsibilities for local manufacture	The Mil CAM shall promulgate ►◄ procedures to ensure that the local manufacture1 of parts to be fitted to Air Systems are of an appropriate Quality and are traceable.	Yes
4965[02](01)001	[02]	Authorized	AMC	4965(1).1 - AMC - Military Continuing Airworthiness Maintenance Organization responsibilities for local manufacture	To adequately trace locally manufactured parts, the Mil CAM should develop orders and procedures to maintain a centralised record of all locally manufactured parts in use, on Air Systems, across their Maintenance organizations.	No
4965[02](01)002	[02]	Authorized	AMC	4965(1).2 - AMC - Military Continuing Airworthiness Maintenance Organization responsibilities for local manufacture	Records should include, but are not limited to: a. Authorizations required and any arrangements with Specialist Repair Organizations. b. Quality control checks. c. Concessions (if applicable). d. Component identification. e. Date of manufacture and fit. f. Description and part/drawing number. g. Serial Number of Work for component manufacture and if applicable: details of heat treatment and proof testing, specification and conformity references. h. Source Technical Information reference.	Yes
4966[03](01)	[03]	Authorized	Regulation	4966(1) - Regulation - Use of Military Continuing Airworthiness Management Organization Instructions	Local procedures developed to overcome the absence of appropriate TI shall be issued as Mil CAMO Instructions.	Yes
4966[03](01)001	[03]	Authorized	AMC	4966(1).1 - AMC - Use of Military Continuing Airworthiness Management Organization Instructions	Mil CAMO Instructions should be approved by the Mil CAM prior to issue unless that approval has been delegated under the appropriate authority to ►an individual◄ meeting the Competency requirement of ►RA 4945(3).◄	No

4966[03](01)002	[03]	Authorized	AMC	4966(1).2 - AMC - Use of Military Continuing Airworthiness Management Organization Instructions	Mil CAMO Instructions should not be used to make or approve changes to Type Design Repairs to an Air System or to make configuration changes other than with Role Equipment. ►All Mil CAMO Instructions◄ should be considered within the bounds of the Air System Safety Case (ASSC).	No
4966[03](01)003	[03]	Authorized	AMC	4966(1).3 - AMC - Use of Military Continuing Airworthiness Management Organization Instructions	Mil CAMO Instructions are TI[6] and should satisfy a local Airworthiness, availability or capability concern. [6] Refer to RA 4810(2): Scope of Applicable Technical Information (MRP 145.A.45(b)).	Yes
4966[03](01)004	[03]	Authorized	AMC	4966(1).4 - AMC - Use of Military Continuing Airworthiness Management Organization Instructions	Mil CAMO Instructions should only be issued for Air Systems within the issuing authority's Area of Responsibility.	Yes
4966[03](01)005	[03]	Authorized	AMC	4966(1).5 - AMC - Use of Military Continuing Airworthiness Management Organization Instructions	Mil CAMO Instructions should be shared with other organizations, operating the same Air System, to inform their decision making.	Yes
4966[03](01)006	[03]	Authorized	AMC	4966(1).6 - AMC - Use of Military Continuing Airworthiness Management Organization Instructions	►Mil CAMO◄ instructions should not be used to promulgate or supersede Type Airworthiness Instructions that should be issued by the Type Airworthiness Authority (TAA) [7,8]. [7] Refer to RA 5405 - Special Instruction (Technical). [8] Where the Air System is Civilian-Owned, ownership of regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model for Type Airworthiness (TAw) management; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA.	No
4966[03](01)007	[03]	Authorized	AMC	4966(1).7 - AMC - Use of Military Continuing Airworthiness Management Organization Instructions	Where an organization operates under Leaflet B40[9], the Mil CAM should instruct the civil CAM to release the CAMO Instruction or civil equivalent[10],[11]. [9] Refer to RA 1165 – Civil Aviation Authority Oversight of Military Registered Air Systems. [10] Ensuring the instruction stays within the bounds of Leaflet B-40. [11] Unless managed under the requirements of Leaflet B-40, para 3.8, using the Exception process.	Yes
4966[03](01)008	[03]	Authorized	AMC	4966(1).8 - AMC - Responsibilities	Prior to issuing a Mil CAMO Instruction, the Mil CAM should assess whether it would affect the Equipment Safety Assessment and, if required, consult with the Aviation Duty Holder on the effect on the Air System Safety Case[4]. [4] Refer to RA 1205 – Air System Safety Cases.	No
4966[03](01)009	[03]	Authorized	AMC	4966(1).9 - AMC - Responsibilities	Where TI affects the ASSC, the mechanism for management should be included within the Air Safety Management System[12],[5]. [5] Refer to RA 1020(1): Roles and Responsibilities of the Aviation Duty Holder. [12] Refer to RA 1200 – Air Safety Management.	No
4966[03](01)010	[03]	Authorized	AMC	4966(1).10 - AMC - Responsibilities	The Mil CAM should ensure that any impact on availability and operational capability is understood.	Yes
4966[03](01)011	[03]	Authorized	AMC	4966(1).11 - AMC - Responsibilities	The Mil CAM should ensure that: a. The TAA or Commodity Delivery Team Leader (DTL) is notified. b. The Mil CAMO Instruction is cancelled once the updated TI is promulgated, drawings amended, or the requirement is satisfied.	No
4966[03](02)	[03]	Authorized	Regulation	4966(2) - Regulation - Management of Military Continuing Airworthiness Management Organization Instructions	Mil CAMs shall ensure that suitable ►◄ procedures are in place to control Mil CAMO Instructions.	No
4966[03](02)018	[03]	Authorized	AMC	4966(2).18 - AMC - Management of Military Continuing Airworthiness Management Organization Instructions	The Mil CAM should ►have procedures◄ to: a. Set the boundaries within which Mil CAMO Instructions are permitted. b. Specify the requirements for consultation of the following personnel, or their nominated representatives, regarding the content of a Mil CAMO Instruction: (1) The Delivery Duty Holder (DDH). (2) The DDH Senior Operator. (3) The DDH Chief Air Engineer. (4) The TAA or Commodity DTL. (5) Civil CAM (for those operating under Leaflet B-40). c. Control the validity of Mil CAMO Instructions, by: (1) Maintaining a register of all Mil CAMO Instructions including an accurate distribution list to ensure they can actively manage compliance, retaining an audit trail of all actions relating to the Instruction. (2) Limiting the length of time for which a Mil CAMO Instruction is valid after initial issue, setting a maximum cumulative period of validity and specifying who may extend the validity following the initial issue period. (3) Ensuring appropriate follow up action is initiated as required, to ensure the Mil CAMO Instruction remains extant for the minimum required period; issuing clear instructions when they are superseded, time expired, fully completed, or otherwise cancelled.	No

4970[05](01)	[05]	Authorized	Regulation	4970(1) - Regulation - Military Continuing Airworthiness Manager Responsibilities	The Military Continuing Airworthiness Manager (Mil CAM) shall ensure that a BMAR is conducted for each individual military registered Air System for which they are responsible before it is flown [1]. 1 Refer to RA 1016 – Military Continuing Airworthiness Management	Yes
4970[05](01)001	[05]	Authorized	AMC	4970(1).1 - AMC - Military Continuing Airworthiness Manager Responsibilities	The BMAR should consider all areas stipulated by the Military Airworthiness Review Process [2]. The level to which the review activity in each area is conducted should be justified and recorded. 2 Refer to RA 4973 – Military Airworthiness Review Process - MRP Part M Subpart I.	Yes
4970[05](01)002	[05]	Authorized	AMC	4970(1).2 - AMC - Military Continuing Airworthiness Manager Responsibilities	The depth and scope of the BMAR should be documented and referenced within Part 4 of the Continuing Airworthiness Management Exposition (CAME) [3]. 3 Refer to RA 4943 – Continuing Airworthiness Management Exposition - MRP Part M Subpart G	No
4970[05](01)003	[05]	Authorized	AMC	4970(1).3 - AMC - Military Continuing Airworthiness Manager Responsibilities	On completion of a BMAR for an Air System the Mil CAM should incorporate the results into the Air System Safety Case (ASSC) [4] at the next suitable point. This willsupport the associated ASSC argument(s) and show how the Risks associated with any gaps or issues in the Air System's history have been assessed as being As Low As Reasonably Practicable and Tolerable. 4 Refer to RA 1205 – Air System Safety Cases.	Yes
4970[05](01)004	[05]	Authorized	AMC	4970(1).4 - AMC - Military Continuing Airworthiness Manager Responsibilities	Military Continuing Airworthiness Management Organizations (Mil CAMOs) should allow a sufficient period to plan BMAR activity for Air Systems whose entry into service is imminent.	Yes
4970[05](01)005	[05]	Authorized	AMC	4970(1).5 - AMC - Military Continuing Airworthiness Manager Responsibilities	For civil-derivative Air Systems where 'shadow' Airworthiness Review Certificates (ARCs) are conducted by approved organizations as part of civil oversight arrangements agreed with the Civil Aviation Authority [5], the Mil CAM may utilize such activity as part of the BMAR process. In such cases, the Mil CAM should demonstrate that MRP Part M Subpart I requirements have been met and that any military deltas have been adequately accounted for. 5 Refer to RA 1165 – UK Civil Aviation Authority Oversight of UK Military Registered Air Systems.	Yes
4970[04](02)	[05]	Authorized	Regulation	4970(2) - Regulation - Delivery Duty Holder / Accountable Manager (Military Flying) ResponsibilitiesDelivery Duty Holder / Accountable Manager (Military Flying) Responsibilities	The DDH or AM(MF) shall: a. Satisfy themselves that the Mil CAM has made every practicable effort to review the Airworthiness history of the Air System, with mitigation and justification as appropriate. b. On satisfactory completion of a BMAR, issue a SofA, which authorizes the Military Continuing Airworthiness Manager to issue the initial Military Airworthiness Review Certificate [7] (MARC). 7 Refer to RA 4971 – Military Airworthiness Review and Certification - MRP Part M Subpart I.	Yes
4970[05](02)010	[05]	Authorized	AMC	4970(2).10 - AMC - Delivery Duty Holder / Accountable Manager (Military Flying) Responsibilities	For new-production Air Systems, the SofA should be issued on the basis of the recognized Statement of Conformity or civilian equivalent accompanying the airframe.	Yes
4970[05](02)011	[05]	Authorized	AMC	4970(2).11 - AMC - Delivery Duty Holder / Accountable Manager (Military Flying) Responsibilities	For previously used Air Systems brought on to the MAR, a BMAR should be conducted. Any previous Certificate of Airworthiness, valid civil ARC, or suitable Export Certificate of Airworthiness provided with the Air System may be used as evidence.	Yes
4970[05](02)01	[05]	Authorized	AMC	4970(2).1 - AMC - Delivery Duty Holder / Accountable Manager (Military Flying) Responsibilities	For an Air System, which has been converted to a new "Mark" with a new Type Certificate, a BMAR should be conducted. The Air System's previous MARC may be used as part of the supporting evidence.	Yes
4971[05](01)	[05]	Authorized	Regulation	4971(1) - Regulation - Military Continuing Airworthiness Manager Responsibilities	The Military Continuing Airworthiness Manager (Mil CAM) shall ensure that: a. A Mil AR of the Air System, together with its Continuing Airworthiness records, is carried out periodically [1], by suitably approved and authorized Mil AR Surveyors [2]. b. Mil AR procedures are incorporated into the Continuing Airworthiness Management Exposition (CAME) [3]. 1 Refer to RA 4973 – Military Airworthiness Review Process - MRP Part M Subpart I. 2 Refer to RA 4972 – Military Airworthiness Review Surveyors - MRP Part M Subpart I. 3 Refer to RA 4943 – Continuing Airworthiness Management Exposition - MRP Part M Subpart G.	Yes
4971[05](01)001	[05]	Authorized	AMC	4971(1).1 - AMC - Military Continuing Airworthiness Manager Responsibilities	The Mil AR should be recorded on the MOD Form 710 [4]. 4 Refer to MOD Form 710 – Military Airworthiness Review Certificate, available from the Manual of Airworthiness Maintenance - Documentation (MAM-D)	Yes

4971[05](01)002	[05]	Authorized	AMC	4971(1).2 - AMC - Military Continuing Airworthiness Manager Responsibilities	For civil-derivative Air Systems where 'shadow' Airworthiness Reviews are conducted [5], the Airworthiness Review activity should be used as part of the Mil AR process [6]. However, the Mil CAM should still document that they have confirmed that the MRP Part M Subpart I requirements have also been met. 5 By approved organizations as part of civil oversight arrangements agreed with the Civil Aviation Authority and conducted in accordance with Civil Aviation Authority Regulation. 6 Refer to RA 1165 – UK Civil Aviation Authority Oversight of UK Military Registered Air Systems.	Yes
4971[05](01)003	[05]	Authorized	AMC	4971(1).3 - AMC - Military Continuing Airworthiness Manager Responsibilities	Notwithstanding paragraph 2 above, Mil AR tasks should remain the responsibility of the Mil CAM even when support arrangements as described in paragraph 5 are used.	Yes
4971[05](01)004	[05]	Authorized	AMC	4971(1).4 - AMC - Military Continuing Airworthiness Manager Responsibilities	In addition to the annual requirement, the Mil CAM should consider the need to instigate a Mil AR whenever it is considered appropriate.	Yes
4971[05](02)	[05]	Authorized	Regulation	4971(2) - Regulation - Military Airworthiness Review Certificate	On completion of a satisfactory Mil AR, the Mil CAM shall issue a MARC on behalf of the DDH or AM(MF). Thereafter: a. A MARC shall remain valid for a period of 1 year from date of issue, but with the potential to be extended or revoked [7]. b. A MARC validity may be extended for a period not exceeding 90 calendar days; any such extension shall be approved by the Mil CAM. c. A Mil CAM shall revoke the MARC if there is reason to believe that the Air System is not airworthy [7]. 7 Refer to RA 4974 – Circumstances when Military Airworthiness Review Certificates become invalid - MRP Part M Subpart I.	Yes
4971[05](02)009	[05]	Authorized	AMC	4971(2).9 - AMC - Military Airworthiness Review Certificate	The Mil CAM should sign the MARC. A Deputy Mil CAM (DCAM), meeting the same requirements of the Mil CAM [8], may sign the MARC when authorized by the DDH or AM(MF) 8 Refer to RA 4945 – Personnel Requirements - MRP Part M Subpart G.	Yes
4971[05](02)010	[05]	Authorized	AMC	4971(2).10 - AMC - Military Airworthiness Review Certificate	The Mil CAM should justify all MARC extensions that have been granted on the appropriate MOD Form 710.	No
4971[05](02)011	[05]	Authorized	AMC	4971(2).11 - AMC - Military Airworthiness Review Certificate	The Mil CAM should not apply any MARC extensions for Air Systems subject to CAP 562 Leaflet B-40 arrangements [6]. 6 Refer to RA 1165 – UK Civil Aviation Authority Oversight of UK Military Registered Air Systems.	No
4972[04](01)	[04]	Authorized	Regulation	4972(1) - Regulation - Requirements of the Military Continuing Airworthiness Management Organization	The Military Continuing Airworthiness Manager (Mil CAM) shall have available appropriate Mil AR surveyors to conduct Mil ARs and provide Military Airworthiness Review Certificate (MARC) recommendations.	No
4972[04](01)001	[04]	Authorized	AMC	4972(1).1 - AMC - Requirements of the Military Continuing Airworthiness Management Organization	Mil AR surveyors should have the following qualifications and experience: a. At least 10 years' experience in Continuing Airworthiness (CAw) [1]. b. At least 5 years' experience in Air System Maintenance at supervisory level. c. For Service personnel: (1) Be of Senior Non-Commissioned Officer (SNCO) rank or above [2]. (2) Have a level of Competence deemed comparable to that required to hold an Authorization [3] which would allow them to defer Corrective Maintenance by raising appropriate entries in the MOD Form 700C or equivalent [4]. d. For non-Service personnel working on Air System maintained under Civil Aviation Authority (CAA) oversight, currently hold nominated staff status approved by the CAA SRG 1769 process [5]. e. For non-Service personnel working on an Air System maintained under MAA oversight, hold either: (1) A valid CAA Part 66 category B or C licence. (2) An equivalent Company based B or C licence Authorization. (3) For those conducting Mil ARs on Gliders only, hold a current British Gliding Association Glider Inspector Licence with Chief Engineer / Airworthiness Review Certificate Signatory endorsement (BGA) on appointment. Note: For clarity, Para 1.e. (1) and (2) are also acceptable alternative qualifications for non-Service Glider Mil AR staff. 1 As defined in Guidance Material paragraph 5. 2 This includes Commissioned Officers. 3 Refer to RA 4806 – Personnel Requirements (MRP Part 145.A.30). 4 There is no requirement to hold or have held this authorization. 5 As detailed on the CAA's website: http://www.caa.co.uk	No
4972[04](01)002	[04]	Authorized	AMC	4972(1).2 - AMC - Requirements of the Military Continuing Airworthiness Management Organization	In derogation to paragraph 1, ex-Service personnel who have previously met paragraphs 1 a-c may be exempt from the requirement in para 1 d-e. In such cases the Mil CAM should apply robust assessment criteria: a. As a minimum, the Mil CAM should take into consideration the length of time since the individual in question left the Service and whether they have been employed in CAw in the interim. It is not generally expected that personnel who left the Service more than 5 years previously and have not worked in CAw since then will be authorized.	No

4972[04](01)003	[04]	Authorized	AMC	4972(1).3 - AMC - Requirements of the Military Continuing Airworthiness Management Organization	Mil AR surveyors should: a. Be able to demonstrate independence from the Airworthiness management of the Air System concerned. b. Only be issued an Authorization by the current approved Mil CAM following: (1) An assessment of their Competence. (2) Completion of any training deemed appropriate for the individual. (3) Satisfactory completion of a Mil AR under appropriate supervision. c. Have conducted at least one Mil AR in the last 6 month period to maintain the validity of the Mil AR surveyor's Authorization. d. Have their Authorizations reviewed within 3 months of a change of Mil CAM. e. Conduct Mil AR surveyor continuation training as deemed appropriate by the Mil CAM [6]. 6 Further information may be found in CAA - Civil Aviation Publication (CAP) 1742 – Continuation Training (Guidance Document) available at https://publicapps.caa.co.uk/docs/33/CAP%201742%20Continuation%20Training%20Guidance%20Document%20Issue%202.pdf.	No
4972[04](01)004	[04]	Authorized	AMC	4972(1).4 - AMC - Requirements of the Military Continuing Airworthiness Management Organization	The Mil CAM should ensure that Mil AR surveyors can demonstrate appropriate recent CAw experience.	No
4972[04](02)	[04]	Authorized	Regulation	4972(2) - Regulation - Military Airworthiness Review Surveyor Records	The Mil CAMO shall maintain a record of all current Mil AR surveyors, referenced in the Continuing Airworthiness Management Exposition (CAME). Mil AR surveyor records shall be retained until two years after the Mil AR surveyors have left the organization.	No
4972[04](02)009	[04]	Authorized	AMC	4972(2).9 - AMC - Military Airworthiness Review Surveyor Records	Mil AR surveyor records should include: a. Details of any appropriate qualifications held. b. A summary of relevant CAw management experience. c. A summary of relevant training. d. A copy of the Mil AR surveyor's Authorizations.	No
4972[04](02)010	[04]	Authorized	AMC	4972(2).9 - AMC - Military Airworthiness Review Surveyor Records	Mil AR surveyor records should be categorized as CAw Records [8] and retained until two years after the Mil AR surveyor has left the Mil CAMO. 8 Refer to RA 4964(2): Continuing Airworthiness Records.	No
4973[04](01)	[04]	Authorized	Regulation	4973(1) - Regulation - Military Airworthiness Review Process	To satisfy the Mil AR process a Mil CAM shall ensure that: a. A documented review of the Air System's records is carried out. b. A documented physical review of the Air System is carried out.	Yes
4973[03](01)001	[04]	Authorized	AMC	4973(1).1 - AMC - Military Airworthiness Review Process	A review of the Air System records should provide ►Assurance to the Mil CAM◄ that: a. Air System usage data ►has been properly recorded. This should include◄ airframe, engine and propeller flying hours and associated flight cycles ►◄. b. All the Maintenance due on the Air System according to the Aircraft Maintenance Programme has been carried out and appropriately managed in accordance with (iaw) the applicable Air System Document Set (ADS). c. All known Faults have been corrected to the required standard or, where applicable, carried forward in a controlled manner. d. All applicable Special Instructions (Technical) (SI(T)) or Airworthiness Directives (AD) ►(including any follow up action) have been fulfilled◄, properly recorded and maintained. e. All Modifications and Repairs applied to the Air System are approved according to the Design Approved Organization Scheme1 or appropriate MOD procedures, embodied according to Approved Data and have been appropriately recorded. f. All service life limited components installed on the Air System are properly identified and recorded and have not exceeded their approved service life limit iaw the applicable ADS. g. All Maintenance has been planned and controlled, including the use of latitudes, deferments or Concessions [2]. h. The current weight and moment statement: (1) ►Reflects the configuration of the Aircraft.[2] Is valid. (3) Has been accurately calculated and recorded if there have been any changes to weight and moment since the last weigh.◄ i. The ►Air System◄ configuration complies with the latest revision of its Release To Service, or Certificate of Usage and / or approved design. 1 Refer to RA 1005 – Contracting with Competent Organizations. 2 Refer to RA 4947 – Continuing Airworthiness Management - MRP Part M Subpart G.	Yes

4973[04](01)002	[04]	Authorized	AMC	4973(1).2 - AMC - Military Airworthiness Review Process	►The review of the Air System records should check the following categories of documents where applicable as a minimum: a. The MOD Form 700 or technical / operators log system, including Maintenance Work Orders, limitations and deferred Faults, Minimum Equipment List, and configuration deviation list. b. Any applicable Logistic Information System. c. Local Maintenance requirements as directed by the Mil CAM [3]. d. Maintenance Data including fatigue index data and condition monitoring data. e. Relevant work packages - SI(T) / AD status. f. Modification and Repair documentation. g. List of service life limited components. h. Weight and moment report and sheets. i. Engineering Record Cards. j. Aircraft, engine and propeller Type Certificate data sheets [4], if applicable.◄ 3 ►Refer to RA 4966 – Military Continuing Airworthiness Management Organization Instructions – MRP Part M Sub Para C.	Yes
4973[04](01)003	[04]	Authorized	AMC	4973(1).3 - AMC - Military Airworthiness Review Process	The physical review should ►provide Assurance to the Mil CAM◄ that: a. The Air System configuration complies with Approved Data. b. The configuration as detailed in the Air System Technical Log / MOD Form 700 matches the actual configuration of the Air System. c. No fault can be found that could reasonably be expected to have been recorded and addressed iaw the MRP, including Husbandry defects. d. No inconsistencies can be found between the Air System and the documented review of records. e. All required safety markings and placards are properly installed iaw the applicable ADS.	Yes
4973[04](01)004	[04]	Authorized	AMC	4973(1).4 - AMC - Military Airworthiness Review Process	A documented review of Air System records is a check of at least the following categories of documents where applicable: a. The MOD Form 700 or technical/operators log system, including Maintenance Work Orders, limitations and deferred faults and Minimum Equipment List and configuration deviation list if applicable. b. Any applicable Logistic Information System. c. Local Maintenance requirements, e.g. Aviation Engineering Standing Orders, Aviation Engineering Routine Orders and Military Continuing Airworthiness Management Organization (Mil CAMO) Instructions[4]. d. Maintenance Data including fatigue index data and condition monitoring data. e. Relevant work packages - SI(T)/AD status. f. Modification and repair documentation. g. List of service life limited components. h. Weight and moment report and sheets. i. Engineering Record Cards. j. Aircraft, engine and propeller Type Certificate data sheets, if applicable. [4] Refer to RA 4966 – Military Continuing Airworthiness Management Organization Instructions – MRP Part M Sub Para C.	Yes
4973[04](01)005	[04]	Authorized	AMC	4973(1).5 - AMC - Military Airworthiness Review Process	►The Mil CAM should develop procedures, detailed in the Continuing Airworthiness Management Exposition, for the Mil AR Surveyor to produce a compliance report that confirms the results of both record and physical reviews have been found to be in compliance with this Regulation.	Yes
4973[04](01)006	[04]	Authorized	AMC	4973(1).6 - AMC - Military Airworthiness Review Process	The Maintenance organization should provide qualified personnel as required to assist the Mil AR Surveyor with Mil AR activity. However, the function of such personnel is limited to performing and certifying the Maintenance action requested by the Mil AR surveyor and not performing the physical survey of the Air System.	Yes
4973[04](01)007	[04]	Authorized	AMC	4973(1).7 - AMC - Military Airworthiness Review Process	The Mil CAM should, as a minimum, specify sample checks within each category of both the Air System record and physical reviews to be carried out.◄	Yes
4974[04](01)	[03]	Authorized	Regulation	4974(1) - Regulation - Circumstances when Military Airworthiness Review Certificates Become Invalid	A MARC shall become invalid if: a. Revoked by the Military Continuing Airworthiness Manager (Mil CAM) or MAA. b. The Air System is registered as inactive on the UK Military Aircraft Register. c. Its validity date is exceeded. d. The Air System is not under the management of a Military Continuing Airworthiness Management Organization (Mil CAMO). e. The Type Certificate becomes invalid or is revoked.	Yes

4974[04](01)001	[04]	Authorized	AMC	4974(1).1 - AMC - Circumstances when Military Airworthiness Review Certificates Become Invalid	A MARC should be revoked if: a. The Air System does not remain in conformity with the approved design, unless otherwise approved in accordance with MAA Regulatory Publications. b. The Air System has been operated beyond the limitations of the Air System Documentation Set (ADS), without appropriate action being taken. c. The Air System has been involved in an Accident or Incident that affects the Airworthiness of the Aircraft, without subsequent appropriate action to restore Airworthiness. d. A Modification or Repair has not been approved according to Design Approved Organization Scheme requirements [1], ►or Modification / repair◄procedures detailed within the ADS provided by the Type Airworthiness Authority►2◄ (TAA). e. The Air System has gone through a Mark conversion programme with a corresponding new Type Certificate being issued. 1 Refer to RA 1005 – Contracting with Competent Organizations. 2 ►Where the Air System is not UK MOD-owned, Type Airworthiness (TAw) management regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model; refer to RA 1162 - Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 - Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependent on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA.◄	Yes
4974[04](01)002	[04]	Authorized	AMC	4974(1).2 - AMC - Circumstances when Military Airworthiness Review Certificates Become Invalid	The ►Mil CAM◄ should inform the appropriate authorities (MAA►3◄ and TAA) when a MARC is revoked.	No

Requirement Unique ID	Issue No.	Release Status	Item Type	Title	Rationale/Text	RWCSAT Applicable Yes/No
5010[01]	[01]	Authorized	RA Rationale	Type Airworthiness Strategy	A Type Airworthiness (TAw) Strategy is required for each Air System type to set down the intended approach to Type-related Air Safety and the demonstration and sustainment of TAw through life. Not having the TAw Strategy in place may result in key stakeholders not being sufficiently aware of the TAw management details for each Air System, resulting in the lack of evidence necessary to support TAw decision making. This RA sets out the requirements and processes necessary to support the TAw Strategy.	No
5010[01](01)	[01]	Authorized	Regulation	Type Airworthiness Strategy	5010(1) The TAw Authority (TAA) or TAw Manager (TAM)[1] shall produce and maintain a through life TAw Strategy for an Air System[2] that supports the Air System Safety Case (ASSC)[3]. [1] Refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. [2] Open Category and Specific S1 sub-category Remotely Piloted Air Systems (RPAS) do not require a TAw Strategy. Specific S2 subcategory and Certified Category RPAS require a TAw Strategy. Refer to RA 1600 Series – Remotely Piloted Air Systems. [3] Refer to RA 1205 – Air System Safety Cases.	No
5010[01](01)001	[01]	Authorized	AMC	Type Airworthiness Strategy	1. Under arrangements for Civilian Operated Air Systems which invoke a TAA and TAM[4], the TAA should generate a TAw Strategy. Under arrangements for Special Case Flying[1], the TAM should generate a TAw Strategy. [4] Refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems.	No
5010[01](01)002	[01]	Authorized	AMC	Type Airworthiness Strategy	2. The TAw Strategy should be: a. Prepared by the TAA or TAM and approved by the Defence Equipment and Support (DE&S) Operating Centre Director (OCD) or Sponsor at project initiation. b. Updated as the project matures in line with ASSC[3] requirements and to support initial Release To Service or Military Permit To Fly (MPTF) (In-Service) / MPTF (Special Case Flying) issue. c. Reviewed for continued validity by TAA or TAM in line with ASSC review requirements[3] to ensure the strategy continues to support the ASSC argument(s). d. Updated by TAA or TAM and approved by the OCD or Sponsor. e. Signed by TAA or TAM, and approved by the OCD or Sponsor, within 6 months of any change of incumbent.	No
5010[01](01)003	[01]	Authorized	AMC	Type Airworthiness Strategy	3. The TAA or TAM should ensure that: a. Key stakeholders[5] are invited to comment on initial issue of the TAw Strategy and on significant update[6], prior to approval. b. Key stakeholders are informed of routine updates[6] to the TAw Strategy when approved by OCD or Sponsor. [5] Key stakeholders include (but are not limited to) the Senior Responsible Owner (SRO), Aviation Duty Holders (ADH), Accountable Manager (Military Flying) (AM(MF)), the relevant Release To Service Authority (RTSA), DE&S Airworthiness Team and the MAA. [6] The definition of significant and routine update to TAw Strategy is at the discretion of the OCD or Sponsor, as described in the Guidance Material of this RA.	No
5010[01](01)004	[01]	Authorized	AMC	Type Airworthiness Strategy	4. The TAA or TAM should ensure that the TAw Strategy includes: a. A clearly defined context, scope and boundary, including a declaration of the In-Service Date, Out of Service Date, and the intended military use of the Air System[7] and ground-based systems key to the Air System's safe operation. b. The delegation of responsibilities between the TAA and TAM, if applicable[4]. c. The approach to establishing and sustaining an effective Air Safety Management System (ASMS)[8] with appropriate interfaces. d. Detail on the approach to establishing the Type Design[9] and managing in-Service design changes[10], [11]. e. The approach for ensuring the use of Airworthiness competent organizations and persons[12], [13]. f. The approach to assurance and review of TAw management activities, including Quality Management Systems, Independent Technical Evaluation, Independent Safety Auditing and independent review of publications. g. Detail on the approach to delivering and sustaining the Air System TAw through proactive Integrity Management[14], reactive Fault and Occurrence investigation[15] and Hazard Management activity[16]. h. Identification and approach to integration of equipment and systems that are included within the Type Airworthiness Safety Assessment (TASA)[16], [17] but are managed or supplied by other TAw organizations[18]. i. The approach to Configuration Management[19] and Air System Document Set management[20], [21]. j. The approach to Airworthiness Information Management[22] and Data Exploitation[23]. k. The approach to production acceptance, including an overview of oversight and how production concessions and waivers will be managed[24]. l. The approach for assessing and ensuring sufficient human and capital resource to conduct the required tasks. [7] Including sufficient Air Safety consideration of the integration of equipment to support Air System operation. Refer to RA 1340 – Equipment Not Basic to the Air System. [8] Refer to RA 1200 – Air Safety Management and RA 5011 – Type Airworthiness Safety Management System. [9] Refer to RA 5810 – Military Type Certificate (MRP Part 21 Subpart B). [10] Refer to RA 5820 – Changes in Type Design (MRP Part 21 Subpart D). [1]1 Refer to RA 5305 – In-Service Design Changes. [12] Refer to RA 1002 – Airworthiness Competent Persons. [13] Refer to RA 1005 – Contracting with Competent Organizations. [14] Refer to RA 5726 – Integrity Management. [15] Refer to RA 5825 – Fault Reporting and Investigation. [16] Refer to RA 5011 – Type Airworthiness Safety Management System. [17] Refer to RA 5012 – Type Airworthiness Safety Assessment. [18] Refer to RA 5013 – Air Safety Management of Equipment and Commodity Items. [19] Refer to RA 5301 – Air System Configuration Management.	No
5011[01]	[01]	Authorized	RARationale	Type Airworthiness Safety Management System	A comprehensive Air Safety Management System (ASMS)[1] is necessary to deliver a systematic, pro-active and auditable approach to Air Safety and enable the delivery of effective operational capability. Type Airworthiness (TAw) organizations have specific Safety Management System (SMS) requirements which must interface effectively with other adjoining ASMS. An ineffective TAw SMS is likely to compromise TAw. This RA sets out the specific requirements for a TAw SMS to include all activity and decisionmaking key to managing TAw and Hazards in support of the Air System Safety Case (ASSC)[2]. [1] Refer to RA 1200 – Air Safety Management. [2] Refer to RA 1205 – Air System Safety Cases.	Yes

5011[01](01)	[01]	Authorized	Regulation	Type Airworthiness Safety Management System	5011(1) The TAw Authority (TAA) and / or TAw Manager (TAM)[3] shall be responsible for the Safety Management of Taw activity. [3] Refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems and RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems.	Yes
5011[01](01)001	[01]	Authorized	AMC	Type Airworthiness Safety Management System	1. The TAA and / or TAM should develop, own and manage an SMS[1], which is described in a Safety Management Plan (SMP) detailing how the TAw Strategy[4] is enacted. [4] Refer to RA 5010 – Type Airworthiness Strategy.	Yes
5011[01](01)002	[01]	Authorized	AMC	Type Airworthiness Safety Management System	2. During the generation and management of the SMP, the TAA and / or TAM should consult with all relevant stakeholders[5]. [5] Necessary stakeholders for the communication of TAw SMS activity, depending on the phase of the project and approach to delivery, are likely to include the Senior Responsible Owner (SRO), Aviation Duty Holders (ADH), Accountable Manager (Military Flying) (AM(MF)), Defence Equipment and Support (DE&S) Operating Centre (OC) Director, Sponsor, and all relevant TAA, TAM and Commodity Chief Engineers (CE).	No
5011[01](01)003	[01]	Authorized	AMC	Type Airworthiness Safety Management System	3. The SMP, articulating the requirements of RA 1200[1], should be integrated and coordinated with relevant Safety Management documentation generated by the Design Organization (DO)[6] to cover their activities[7]. The SMP should also articulate interaction with relevant Commodity Delivery Team SMS[8]. [6] The DO is required to develop an SMP in accordance with (iaw) Def Stan 00-056. [7] Refer to RA 1014 – Design Organizations and Co-ordinating Design Organizations – Airworthiness Responsibilities. [8] Refer to RA 5013 – Air Safety Management of Equipment and Commodity Items.	Yes
5011[01](01)004	[01]	Authorized	AMC	Type Airworthiness Safety Management System - Hazard Management Process	4. As part of the SMP, the TAA and / or TAM should implement a standardized process to identify, review, manage and record all TAw Hazards[9]. [9] MAA02 provides definitions for Risk to Life, Hazard and Risk which are to be used in conjunction with this RA.	Yes
5011[01](01)005	[01]	Authorized	AMC	Type Airworthiness Safety Management System - Hazard Management Process	5. The Hazard management process should account for an overall Air System approach (eg Hazards identified through Type Certification activity[10], In-Service civil or military usage, and emerging Hazards). [10] If Type Certification activity has not been undertaken, Hazards identified through DO Safety Analysis should be accounted for	Yes
5011[01](01)006	[01]	Authorized	AMC	Type Airworthiness Safety Management System - Hazard Management Process	6. The Hazard management process should be conducted in line with the recognized principles of Risk Management[11]. [11] Refer to Manual of Air Safety (MAS), Figure 4 – The Risk Management Cycle.	No
5011[01](01)007	[01]	Authorized	AMC	Type Airworthiness Safety Management System - Hazard Management Process	7. As a subset of this Hazard management process[12], when a Hazard is identified that may lead to a Risk to Life (RtL)[13], the TAA and / or TAM should communicate this to all relevant stakeholders[5] and obtain formal acknowledgement. [12] RA 1210 specifically excludes damage to assets where no injury results, but Hazards leading to such damage still require management. [13] Refer to RA 1210 – Ownership and Management of Operating Risk (Risk to Life).	Yes
5011[01](01)008	[01]	Authorized	AMC	Type Airworthiness Safety Management System - Type Airworthiness Safety Panel (TAwSP)	8. The TAA or TAM should establish and chair a TAwSP every six months, with the appropriate stakeholder attendance, to coordinate and manage the SMS. The TAwSP should review the continued validity of the Type Airworthiness Safety Assessment Report and the sufficiency of supporting products[14], [15]. [14] Refer to RA 5012 – Type Airworthiness Safety Assessment. [15] Refer to RA 5013 – Air Safety Management of Equipment and Commodity Items.	Yes
5011[01](01)009	[01]	Authorized	AMC	Type Airworthiness Safety Management System - Type Airworthiness Safety Panel (TAwSP)	9. Under arrangements for Civilian Operated Air Systems which invoke a TAA and TAM[3], the TAA should chair the TAwSP. Under arrangements for Special Case Flying, the TAM should chair the TAwSP.	No

5011[01](01)010	[01]	Authorized	AMC	Type Airworthiness Safety Management System - Type Airworthiness Safety Panel (TAwSP)	10. The TAA or TAM should ensure that the TAwSP: a. Reviews Hazard management activities and ensures ADH / AM(MF) agreement that Hazards which may lead to a RtL have been communicated. b. Reviews relevant design changes[16] for impact on activities within the SMP. c. Provides advice to the appropriate SRO, Operating Duty Holder (ODH), AM(MF) and their staff in support of the ASSC. d. Reviews independent evaluation and Assurance activity. e. Reviews Instructions for Sustaining Type Airworthiness[17] and Data Exploitation[18]. f. Co-ordinates the SMP. [16] Refer to RA 5305(2): In-Service Design Changes – Safety. [17] Refer to RA 5815 – Instructions for Sustaining Type Airworthiness. [18] Refer to RA 1207 – Air Safety Data Management and Exploitation.	No
5011[01](01)011	[01]	Authorized	AMC	Type Airworthiness Safety Management System - Type Airworthiness Safety Panel (TAwSP)	11. To support the TAwSP, the TAA or TAM should ensure they are suitably represented at equivalent DO Safety Management meetings[19]. [19] Such as a DO Project Safety Committee (PSC).	Yes
5011[01](01)012	[01]	Authorized	AMC	Type Airworthiness Safety Management System - Independent Audit	12. The TAA and / or TAM should ensure that the TAw SMS and its outputs are subjected to audit iaw Defence Standard (Def Stan) 00-056, by a competent and suitably qualified Independent Safety Auditor (ISA), independent of the outcome or processes they are reviewing.	No
5012[01]	[01]	Authorized	RA Rationale	Type Airworthiness Safety Assessment	Type Airworthiness (TAw) is a key element of an Air System Safety Case (ASSC)[1]. A Type Airworthiness Safety Assessment (TASA) will provide a reasoned and evidenced argument that the Air System is safe to operate in a clearly defined context. Failure to articulate a comprehensive argument supported by evidence is likely to undermine the ASSC. This RA sets out the specific requirements for a TASA to include claims, arguments and evidence, subject to independent evaluation and Assurance, in support of the ASSC. [1] Refer to RA 1205 – Air System Safety Cases.	Yes
5012[01](01)	[01]	Authorized	Regulation	Type Airworthiness Safety Assessment	5012(1) The TAw Authority (TAA) or TAw Manager (TAM)[2] shall own and manage a TASA. [2] Refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems.	Yes
5012[01](01)001	[01]	Authorized	AMC	Type Airworthiness Safety Assessment	1. The TAA or TAM should initiate and maintain a TASA for each Air System type they have responsibility for[3]. [3] A single TASA can be maintained to cover variations in the Type Design providing the assessment of each variation is clear, whether using a compatibility matrix or other method.	Yes
5012[01](01)002	[01]	Authorized	AMC	Type Airworthiness Safety Assessment	2. Under arrangements for Civilian Operated Air Systems which invoke a TAA and TAM[4], the TAA should maintain the TASA and produce the necessary TASAR. Under arrangements for Special Case Flying[2], the TAM should maintain the TASA and produce the necessary TASAR. [4] Refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems.	No
5012[01](01)003	[01]	Authorized	AMC	Type Airworthiness Safety Assessment	3. The TASA should consist of a claim (or number of claims), a structured and explicit argument, and supporting body of evidence, that together provide a compelling, comprehensible and valid case in support of the ASSC that the Air System is safe to operate within defined limits.	Yes
5012[01](01)004	[01]	Authorized	AMC	Type Airworthiness Safety Assessment	4. The TAA or TAM should ensure that regardless of structure, the TASA: a. Defines the configuration and operating environment (referencing the Statement of Operating Intent / Statement of Operating Intent and Usage[5]) of the applicable Air System. b. Has scope and boundaries aligned with those defined in the TAw Strategy[6]. c. Describes the Safety requirements, targets and attributes. d. Provides a justification for the Airworthiness of the design. e. Is supported by Safety analysis[7]. f. Identifies the limitations and procedures[8] necessary to achieve the required level of Safety for the subject configuration. g. Takes account of the Minimum Equipment List if applicable[9]. [5] Refer to RA 5726 – Integrity Management. [6] Refer to RA 5010 – Type Airworthiness Strategy. [7] Refer to Def Stan 00-056 – Safety Management Requirements for Defence Systems. [8] Including where appropriate reference to the Support Policy Statement. Refer to RA 5407 – Support Policy Statement. [9] Refer to RA 1300 – Release to Service.	No
5012[01](01)005	[01]	Authorized	AMC	Type Airworthiness Safety Assessment - Type Airworthiness Safety Assessment Report	5. The TASA should be summarized in a Type Airworthiness Safety Assessment Report (TASAR).	No

5012[01](01)006	[01]	Authorized	AMC	Type Airworthiness Safety Assessment - Type Airworthiness Safety Assessment Report	6. The TASAR should be produced to support the ASSC[1] as part of the Military Aircraft Registration activation request.	No
5012[01](01)007	[01]	Authorized	AMC	Type Airworthiness Safety Assessment - Type Airworthiness Safety Assessment Report	7. The TASAR should be updated as a complete new issue: a. At least every 5 years for an In-Service Air System. b. Following Major Type Design Change (TDC)[10]. c. Additionally, as determined by the TAA or TAM. [10] By exception, agreement for the use of the TASAR addendum procedure may be gained from the MAA as part of the Form 30 process. Refer to RA 5820 – Changes in Type Design (MRP 21 Subpart D).	No
5012[01](01)008	[01]	Authorized	AMC	Type Airworthiness Safety Assessment - Type Airworthiness Safety Assessment Report	8. For all other Air System changes, the TASAR should be reviewed and updated with an Addendum to the previous Report, ensuring that the content of the addendum does not alter the validity of the claims, arguments and evidence within the TASAR main body.	No
5012[01](01)009	[01]	Authorized	AMC	Type Airworthiness Safety Assessment - Type Airworthiness Safety Assessment Report	9. The TAA or TAM should make a declaration regarding the validity of the TASAR and any addenda at the Type Airworthiness Safety Panel[11]. If this declaration cannot be made then a new issue of the TASAR should be produced. [11] Refer to RA 5011 – Type Airworthiness Safety Management System.	No
5012[01](01)010	[01]	Authorized	AMC	Type Airworthiness Safety Assessment - Independent Evaluation and Audit	10. The TAA or TAM should ensure that the TASA is subjected to evaluation by a competent and suitably qualified Independent Technical Evaluator (ITE), independent of the outcome or processes they are reviewing, and recognized by the TAA or TAM as a Subject Matter Expert in the field which is being reviewed.	No
5012[01](01)011	[01]	Authorized	AMC	Type Airworthiness Safety Assessment - Independent Evaluation and Audit	11. The TAA or TAM should ensure that the TASA is subjected to audit in accordance with Defence Standard (Def Stan) 00-056, by a competent and suitably qualified Independent Safety Auditor (ISA), independent of the outcome or processes they are reviewing.	No
5013[02]	[02]	Authorized	RARationale	Air Safety Management of Equipment and Commodity Items	Equipment may be provided to support operation of an Air System. The organization providing the equipment is required to operate a Safety Management System (SMS)[1] which specifically supports the Type Airworthiness Safety Assessment (TASA)[2] and / or Air System Safety Case (ASSC)[3] and which interfaces with adjoining Air Safety Management Systems (ASMS). An ineffective SMS and incomplete Safety Assessment are likely to compromise safe operation and Hazard management, which may undermine the ASSC and thus Air Safety. This RA sets out the requirements for an independently assured equipment-specific SMS and Safety Assessment in support of a TASA and / or ASSC. [1] Refer to RA 1200 – Air Safety Management. [2] Refer to RA 5012 – Type Airworthiness Safety Assessment. [3] Refer to RA 1205 – Air System Safety Cases.	Yes
5013[02](00)001	[02]	Authorized	Definitions	Definitions Relevant to this RA	►◄	N/A
5013[02](00)002	[02]	Authorized	Definitions	Definitions Relevant to this RA	Commodity Chief Engineer (CE). The Commodity CE ►as a Letter of Air Safety Notification (LoAN) holder [4],◄ is a generic title for the suitablyqualified and experienced individual within the Commodity Delivery Team (DT)►5◄ responsible for Safety Management of the equipment or commodity items provided. For some Commodity DTs, this role may be held by a Type Airworthiness Authority (TAA), Commodity DT Leader (DTL) or Principal Engineer 4 ►Refer to RA 1003 – Delegation of Airworthiness Authority and Notification of Air Safety Responsibility. 5 Where the Air System is not UK MOD-Owned, ownership of regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model for Type Airworthiness (TAw) management; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 –Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities the TAM or competent organization supporting the TAM may be read in place of DT as appropriate throughout this RA.◄	Definition

5013[02](01)	[02]	Authorized	Regulation	Air Safety Management of Equipment and Commodity Items	5013(1) The Commodity CE shall be responsible for the Air Safety Management of the equipment.	Yes
5013[02](01)003	[02]	Authorized	AMC	Air Safety Management of Equipment and Commodity Items	The Commodity CE should ►hold a LoAN,◄ develop, own and manage an SMS, which is described in a Safety Management Plan (SMP) and articulates the requirements of RA 1200 [1]. 1 Refer to RA 1200 – Air Safety Management.	Yes
5013[02](01)004	[02]	Authorized	AMC	Air Safety Management of Equipment and Commodity Items	4. During the generation and management of the SMP, the Commodity CE should consult with all relevant stakeholders[6]. [6] Necessary stakeholders for the management of the SMS and SMP, depending on the phase of the project and approach to delivery, are likely to include the Senior Responsible Officer (SRO), Aviation Duty Holder (ADH), Accountable Manager (Military Flying) (AM(MF)), DE&S Operating Centre Director, Sponsor, and all relevant TAAs, Type Airworthiness Managers (TAM) and Commodity CEs.	Yes
5013[02](01)005	[02]	Authorized	AMC	Air Safety Management of Equipment and Commodity Items	5. The SMP should include: a. Description of the Safety requirements, targets and attributes. b. Detail on the scope and boundaries between the DT and all interfacing DTs and organizations. c. Detail on the approach to establishing and maintaining safe equipment design. d. Detail on the arrangements for effective integration and coordination with relevant TAw SMS[7] or ASSC requirements. e. Detail on the arrangements for effective integration and coordination with relevant Safety Management documentation generated by the Design Organization (DO)[8] to cover their activities[9]. f. Detail on the approach to delivering and sustaining equipment Safety through proactive Integrity Management and reactive Fault and Occurrence investigation. g. The approach to Configuration Management, Air System Document Set management[10], Air Safety Data Management and Exploitation[11]. h. The approach to Assurance and review of Safety Management activities, including Quality Management Systems, Independent Technical Evaluation, Independent Safety Auditing and independent review of publications. [7] Refer to RA 5011 – Type Airworthiness Safety Management System. [8] The DO is required to develop an SMP in accordance with (iaw) Def Stan 00-056. [9] Refer to RA 1014 – Design Organizations and Co-ordinating Design Organizations – Airworthiness Responsibilities. [10] Refer to RA 1310 – Air System Document Set. [11] Refer to RA 1207 – Air Safety Data Management and Exploitation.	Yes
5013[02](01)006	[02]	Authorized	AMC	Air Safety Management of Equipment and Commodity Items - Hazard Management Process	6. As part of the SMP, the Commodity CE should implement a process to identify and review all Hazards within scope of the SMP.	Yes
5013[02](01)007	[02]	Authorized	AMC	Air Safety Management of Equipment and Commodity Items - Hazard Management Process	7. The Hazard management process should account for Hazards identified through certification activity, in-service civil or military usage, and any emerging Hazards.	Yes
5013[02](01)008	[02]	Authorized	AMC	Air Safety Management of Equipment and Commodity Items - Hazard Management Process	8. The Hazard management process should be conducted in conjunction with the relevant TAA / TAM, in line with the recognized principles of Risk Management[12]. [12] Refer to Manual of Air Safety (MAS), Figure 4 – The Risk Management Cycle.	Yes
5013[02](01)009	[02]	Authorized	AMC	Air Safety Management of Equipment and Commodity Items - Hazard Management Process	9. As a subset of this Hazard management process[13], when a Hazard is identified that may lead to a Risk to Life (RtL)[14], the Commodity CE should communicate this to the relevant TAA / TAM[15] and / or the ADH / AM(MF). In either case, formal acknowledgement should be obtained. [13] RA 1210 specifically excludes damage to assets where no injury results, but Hazards leading to such damage still require management. [14] Refer to RA 1210 – Ownership and Management of Operating Risk (Risk to Life). [15] Where the Safety Assessment supports the TASA.	Yes
5013[02](01)010	[02]	Authorized	AMC	Air Safety Management of Equipment and Commodity Items - Safety Panel	10. The Commodity CE should establish and chair a Safety Panel every six months, with the appropriate stakeholder attendance, to coordinate and manage the SMS. The Safety Panel should review the continued validity of the Safety Assessment Report and the sufficiency of supporting products[16]. [16] 6 Refer to RA 5013(2): Air Safety Assessment of Equipment and Commodity Items.	Yes

5013[02](01)011	[02]	Authorized	AMC	Air Safety Management of Equipment and Commodity Items - Safety Panel	11. The Commodity CE should ensure that the Safety Panel: a. Reviews Hazard management activities and ensures ADH / AM(MF) agreement that Hazards which may lead to a RtL have been communicated. b. Reviews relevant design changes[17] for impact on activities within the SMP. c. Provides advice, depending on the phase of the project, to the appropriate SRO, Operating Duty Holder (ODH), AM(MF), TAA, TAM and their staff in support of the ASSC. d. Reviews independent evaluation and Assurance activity. e. Reviews Fault Reporting[18], Occurrence Reporting[19], Data Exploitation[11] and Air System Integrity Management activity[15], including the impact of changes to the Air system Statement of Operating Intent and Usage (SOIU). f. Reviews the Support Policy Statement (SPS) or information contributing to the Air System SPS[20]. g. Co-ordinates the SMP. [17] Refer to RA 5305(2): In-Service Design Changes – Safety. [18] Refer to RA 5825 – Fault Reporting and Investigation. [19] Refer to RA 1410 – Occurrence Reporting and Management. [20] Refer to RA 5407 – Support Policy Statement	Yes
5013[02](01)012	[02]	Authorized	AMC	Air Safety Management of Equipment and Commodity Items - Safety Panel	12. Regardless of whether equipment or commodity items are discussed within the Type Airworthiness Safety Panel associated with the organization receiving the equipment, the Commodity CE should still conduct their own Safety Assessment review through a separate Safety Panel.	Yes
5013[02](01)013	[02]	Authorized	AMC	Air Safety Management of Equipment and Commodity Items - Safety Panel	13. To support the Safety Panel, the Commodity CE should ensure they are suitably represented at equivalent DO Safety Management meetings[21]. [21] Such as a DO Project Safety Committee (PSC).	Yes
5013[02](01)014	[02]	Authorized	AMC	Air Safety Management of Equipment and Commodity Items - Safety Panel	14. The Commodity CE should ensure either that a Commodity SPS[20] is produced, or that the required information is provided to support the Air System SPS.	Yes
5013[02](01)015	[02]	Authorized	AMC	Air Safety Management of Equipment and Commodity Items - Independent Audit	15. The Commodity CE should ensure that the SMS and its outputs are subjected to audit iaw Def Stan 00-056, by a competent and suitably qualified Independent Safety Auditor (ISA), independent of the outcome or processes they are reviewing.	Yes
5013[02](02)	[02]	Authorized	Regulation	Air Safety Assessment of Equipment and Commodity Items	5013(2) The Commodity CE shall own and manage a Safety Assessment.	Yes
5013[02](02)033	[02]	Authorized	AMC	Air Safety Assessment of Equipment and Commodity Items	33. The Commodity CE should initiate and maintain a Safety Assessment for each equipment or commodity item they are responsible for.	Yes
5013[02](02)034	[02]	Authorized	AMC	Air Safety Assessment of Equipment and Commodity Items	34. The scale of Commodity CE Safety Assessments should be proportionate to the Hazards and the level of RtL presented by the particular equipment.	Yes
5013[02](02)035	[02]	Authorized	AMC	Air Safety Assessment of Equipment and Commodity Items	35. Each Safety Assessment should consist of a claim (or number of claims), a structured and explicit argument, and supporting body of evidence, that together provide a compelling, comprehensible and valid case which supports the host Air System TASA and / or the ODH / AM(MF) ASSC.	Yes
5013[02](02)036	[02]	Authorized	AMC	Air Safety Assessment of Equipment and Commodity Items	36. ►◄	Yes
5013[02](02)037	[02]	Authorized	AMC	Air Safety Assessment of Equipment and Commodity Items	37 ►◄ The Commodity CE should ensure that ►◄ the Safety Assessment: a. Defines the ►approved◄ Configuration and operating environment for the equipment to which it applies, referencing the ►appropriate◄ Air System SOIU where applicable [10]. b. Describes the Safety requirements, targets and attributes. c. Provides a justification for the design standards chosen for use, and demonstration of compliance, supported by Safety analysis iaw the Def Stan24. d. Identifies the limitations and procedures25 necessary to achieve the required level of Safety for the subject Configuration.	Yes
5013[02](02)038	[02]	Authorized	AMC	Air Safety Assessment of Equipment and Commodity Items - Safety Assessment Reports	38. The Safety Assessment should be summarized periodically in a Safety Assessment Report, communicated to and acknowledged by the TAA / TAM and / or ODH / AM(MF) accordingly.	Yes

5013[02](02)039	[02]	Authorized	AMC	Air Safety Assessment of Equipment and Commodity Items - Safety Assessment Reports	39. The Safety Assessment Report should be produced to support the initial approval of the relevant TASA and / or ASSC[3].	Yes
5013[02](02)040	[02]	Authorized	AMC	Air Safety Assessment of Equipment and Commodity Items - Safety Assessment Reports	40. The Safety Assessment Report should be updated as a complete new issue: a. At least every 5 years. b. Following a change which drives a Major Type Design Change (TDC) to the Air System[26]. c. Additionally, as determined by the Commodity CE or requested by the related TAA and / or TAM. [26] Agreement for the use of the addendum procedure can be gained from the MAA as part of the Form 30 process. Refer to RA 5820 – Changes in Type Design (MRP 21 Subpart D).	Yes
5013[02](02)041	[02]	Authorized	AMC	Air Safety Assessment of Equipment and Commodity Items - Safety Assessment Reports	41. For all other equipment changes, the Safety Assessment Report should be reviewed and updated with an Addendum to the previous Report, ensuring that the content of the addendum does not alter the validity of the claims, arguments and evidence within the Safety Assessment Report main body.	Yes
5013[02](02)042	[02]	Authorized	AMC	Air Safety Assessment of Equipment and Commodity Items - Safety Assessment Reports	42. The Commodity CE should make a declaration regarding the validity of the Safety Assessment and any addenda at the Safety Panel. If this declaration cannot be made then a new issue of the Safety Assessment Report should be produced.	Yes
5013[02](02)043	[02]	Authorized	AMC	Air Safety Assessment of Equipment and Commodity Items - Independent Evaluation and Audit	43. The Commodity CE should ensure that the Safety Assessment is subjected to evaluation by a competent and suitably qualified ITE, independent of the outcome or processes they are reviewing, and recognized by the Commodity CE as a SME in the field which is being reviewed.	Yes
5013[02](02)044	[02]	Authorized	AMC	Air Safety Assessment of Equipment and Commodity Items - Independent Evaluation and Audit	44. The Commodity CE should ensure that the Safety Assessment is subjected to audit iaw Defence Standard (Def Stan) 00-056, by a competent and suitably qualified ISA, independent of the outcome or processes they are reviewing.	Yes
5103	[07]	Authorized	RA Rationale	5103 - RA (Issue 7) - Certificate of Design	Each Air System[1] (including related Products, Parts, Appliances, Airborne Equipment and Air Launched Weapons (ALW)) ►will◄ be designed to meet the specification requirements. Any deviation from the specification requirements could have significant Airworthiness implications. The Certificate of Design (CofD) identifies the extent to which the requirements of the specification have been achieved and details any related exceptions and limitations.. [1] For Remotely Piloted Air Systems (RPAS) refer to RA 1600 Series – Remotely Piloted Air Systems ►◄.	Yes
5103(01)	[07]	Authorized	Regulation	5103(1) - Regulation - Requirement and Scope for Certificate of Design	The Design Organization (DO) shall produce a CofD for new Air Systems, Products, Parts, Appliances, Airborne Equipment and ALW including changes and repairs.	Yes
5103(01)001	[07]	Authorized	AMC	5103(1).1 - AMC - Requirement and Scope for Certificate of Design – DO AMC	The CofD should certify the extent to which the design satisfies the requirements of the specification issued by or on behalf of the MOD, including any exceptions or limitations.	Yes
5103(01)002	[07]	Authorized	AMC	5103(1).2 - AMC - Requirement and Scope for Certificate of Design – DO AMC	The DO should issue a new CofD in any of the following circumstances[2]: a. New Air Systems, Products, Parts, Appliances, Airborne Equipment and ALW. b. Major Changes in Type Design[3]. c. Major repairs[4]. d. Modification of a Product, Part, Appliance, Airborne Equipment or ALW which requires re-substantiation of specification compliance. e. When deemed necessary by the Type Airworthiness Authority (TAA)[5], Commodity Chief Engineer (CE) or Local Technical Committee[6] in consideration of the nature of change. [2] This list is not exhaustive and CofDs may be deemed appropriate for other circumstances. [3] Refer to RA 5820 – Changes in Type Design (MRP Part 21 Subpart D) for definition of Major Changes. [4] Refer to RA 5865 – Repairs (MRP Part 21 Subpart M). [5] Refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems. Dependant on the agreed split of Type Airworthiness responsibilities, Type Airworthiness Manager (TAM) may be read in place of TAA as appropriate throughout this RA. [6] Refer to RA 5301 – Air System Configuration Management.	Yes

5103(01)003	[07]	Authorized	AMC	5103(1).3 - AMC - Requirement and Scope for Certificate of Design – DO AMC	The DO should consider the need to repeat qualification tests (re-qualification), in whole or in part, when a change in process, manufacture, material or material source, including explosive materiel, would invalidate the current issue of a CofD.	Yes
5103(01)004	[07]	Authorized	AMC	5103(1).4 - AMC - Requirement and Scope for Certificate of Design – DO AMC	The DO should ensure any exemptions or limitations affecting Products, Parts and Appliances supplied to them by a sub-contractor are replicated in the new CofD issued by them.	Yes
5103(02)	[07]	Authorized	Regulation	5103(2) - Regulation - Management and Authorization of Certificates of Design	The TAA, Commodity CE and DO shall appropriately manage the CofD.	Yes
5103(02)010	[07]	Authorized	AMC	5103(2).10 - AMC - Management and Authorization of Certificates of Design - DO AMC	The CofD should be signed by the responsible DO to certify the Air System, Part, Appliance, Airborne Equipment or ALW complies with the design and identifies any associated exemptions and limitations. DO signatories should be approved in accordance with (iaw) RA 5850[12]. [12] Refer to RA 5850 – Military Design Approved Organization (MRP Part 21 Subpart J).	Yes
5103(02)011	[07]	Authorized	AMC	5103(2).11 - AMC - Management and Authorization of Certificates of Design - DO AMC	There is no prescribed format for the CofD. A CofD should contain the following, or reference to the following, as a minimum: a. Unique reference number. b. Item description. c. Organization name. d. Design Approved Organization Scheme (DAOS) approval reference number. e. Applicable certification basis. f. Identification and brief description of the change or repair and the reason for the change or repair if applicable. g. Applicable Certification requirements and methods of compliance. h. Change / repair classification. i. Compliance documents and independent checking function. j. Any exceptions or limitations. k. Structural Integrity artefacts in support of the integrity baseline[13] if applicable. l. Configuration Status Record or equivalent. m. ALW Structural Design Record[14] (if applicable). n. A Safety Assessment iaw Defence Standard 00-056[15] to demonstrate that the design is tolerably safe for the intended purpose. o. A statement that the change or repair has been approved under privilege[12] (if applicable). p. Date of approval. q. Approved DO design signature. r. Head of Design Organization or their authorized representative signature (only required if not approved under privilege). This statement confirms that the applicable DO procedures as specified in the Design Organization Exposition[12] have been followed. s. TAA / Commodity CE acceptance signature. [12] Refer to RA 5850 – Military Design Approved Organization (MRP Part 21 Subpart J). [13] Refer to RA 5726 – Integrity Management [14] Refer to Defence Standard 07-085 Part 2. [15] Refer to Defence Standard 00-056 – Safety Management Requirements for Defence Systems.	Yes
5103(02)012	[07]	Authorized	AMC	5103(2).12 - AMC - Management and Authorization of Certificates of Design - DO AMC	When produced a CofD is a key element of the Design Records and should be managed iaw RA 5301. Refer to RA 5301 – Air System Configuration Management.	Yes
5103(02)013	[07]	Authorized	AMC	5103(2).13 - AMC - Management and Authorization of Certificates of Design - TAA / Commodity CE AMC	The CofD should be signed by the TAA, Commodity CE or their authorized representative to signify their acceptance of the CofD including any exemptions and limitations.	Yes
5103(02)014	[07]	Authorized	AMC	5103(2).14 - AMC - Management and Authorization of Certificates of Design - TAA / Commodity CE AMC	When signed by the MOD, the CofD should be returned to the originating DO for retention.	Yes
5212	[06]	Authorized	RA	5212 - RA (Issue 5) - Weight and Moment Determination	The handling qualities of an Aircraft are affected by the weight and moment, which are used to determine the approved flight characteristics. Misrepresentation of the weight and moment of an Aircraft is likely to have an adverse impact on the handling qualities. In order to ensure the approved flight characteristics are maintained it is essential that the weight and moment limits are accurately established and recorded. This RA details the regulatory requirements regarding Aircraft weight and moment.	Yes

5212(01)	[06]	Authorized	Regulation	5212(1) - Regulation - Aircraft Weight and Moment Determination	The Design Organization (DO) shall ensure the weight and moment of each Aircraft is determined by weighing before final delivery of the initial production or any change that has ►an◄ appreciable effect on the Aircraft weight and moment.	Yes
5212(01)001	[06]	Authorized	AMC	5212(1).1 - AMC - Aircraft Weight and Moment Determination	The weight and moment position relating to the basic and all-up weight conditions (allowing for equipment deviations) should be reported to the Type Airworthiness Authority (TAA) [1] in an agreed timescale and frequency [2]. 1 Where the Air System is ►not UK MOD owned, Type Airworthiness (TAw) management◄ regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model ►◄; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems. Dependant on the agreed ►delegation◄ of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA, noting the TAM should not authorize issue of or amendments to the Instructions for Sustaining Type Airworthiness (ISTA). 2 Refer to Manual of Airworthiness Maintenance - Processes (MAM-P) Chapter 4.19 for further information pertaining to frequency.	Yes
5212(01)002	[06]	Authorized	AMC	5212(1).2 - AMC - Aircraft Weight and Moment Determination	For rotary wing Aircraft stability and certain fixed wing Aircraft (ie with short take-off and vertical landing capability), the vertical Centre of Gravity (CG) position should be measured on one of the first ten representative Aircraft and thereafter as requested by the TAA to validate CG calculations.	No
5212(01)003	[06]	Authorized	AMC	5212(1).3 - AMC - Aircraft Weight and Moment Determination	The position of the datum lines and points of origin should be quoted in the weight and moment reports, ISTA►3◄ or referenced from the Military Permit To Fly (Development)4 when used. The basic weight and moment of each Aircraft should be recorded in the Technical Log. 3 ►Refer to RA 5815 – Instructions for Sustaining Type Airworthiness.◄	Yes
5212(02)	[06]	Authorized	Regulation	5212(2) - Regulation - Propulsion System Weight and Moment Data	The Propulsion System DO shall establish and record the weight and moment of the Propulsion System elements for which they are responsible and shall agree the datum planes with the Air System DO.	NO
5212(02)005	[06]	Authorized	AMC	5212(2).5 - AMC - Propulsion System Weight and Moment Data	The weight, moment, datum plane and reference points of the defined System should be recorded in the Configuration Status Record (CSR)[4], and Interface Control Documents (ICD) where used. This should include the propeller, jet pipe, and other assemblies where separate from the declared engine configuration. [4] Refer to RA 5301 – Air System Configuration Management.	Yes
5212(03)	[06]	Authorized	Regulation	5212(3) - Regulation - Propulsion System Production Weight and	The Propulsion System DO shall monitor and verify the weight and moment of new production Propulsion Systems.	Yes
5212(03)007	[06]	Authorized	AMC	5212(3).7 - AMC - Propulsion System Production Weight and	As the mass and CG data may vary during production, the Propulsion System DO should monitor the mass and CG records of the produced Propulsion Systems, as determined and recorded by the Production Organization, to verify they are to specification within agreed tolerance.	Yes
5212(04)	[06]	Authorized	Regulation	5212(4) - Regulation - Measurement of Aircraft Weight and Moment	The TAA[6] shall promulgate in the ISTA the processes and periodicities required to ensure that the weight and moment of each Aircraft type is maintained within acceptable limits. [6] In accordance with RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, the TAM shall not approve initial issue of or amendments to the ISTA.	Yes
5212(04)009	[06]	Authorized	AMC	5212(4).9 - AMC - Measurement of Aircraft Weight and Moment	The ISTA should identify: a. The basic weight for each Aircraft type and list the relevant equipment configuration. b. The process for preparing the Aircraft to be weighed. c. The weight and moment arm for equipment which is routinely removed (such as role equipment). d. Permissible tolerances between weight and moment obtained during an Aircraft weigh and those detailed in relevant ISTA►◄. e. The periodicity for routine check weighs. f. Any additional occasions for weighing.	Yes
5219[06]	[06]	Authorized	RARationale	Instrumentation and Flight Data Recorder Requirements for Flight Trials of Air Systems	Instrumentation is often required for flight trials of new types of Air System, and of Air Systems incorporating major changes to Type Design to facilitate the gathering of trial data. Importantly, the recording of flight trial data can also be used for post-event analysis in case of an unexpected Incident or Accident. However, the conduct of flight trials may pose an additional Airworthiness Risk hence the installation of a crashworthy Flight Data Recorder (FDR) and other Instrumentation may be required.	No
5219[06](00)001	[06]	Authorized	Definitions	►Definitions Relevant to this RA◄	1. Instrumentation. Refers to all items which are fitted temporarily to an Air System specifically for carrying out flight trials which will be subsequently removed.◄	Guidance
5219[06](01)	[06]	Authorized	Regulation	Instrumentation and Flight Data Recorder Requirements	5219(1) The Type Airworthiness Authority (TAA) [1] shall agree the need for installation of Instrumentation and a crashworthy FDR for the purposes of the flight trial programme►[2]◄, in consultation with the Design Organization (DO) and / or selected Test and Evaluation (T&E) Organization. 1 ►Where the Air System is not UK MOD owned, Type Airworthiness (TAw) management regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model.◄ However due to the non-delegable responsibilities detailed in RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems only the TAM for developmental activity conducted under Special Case Flying is applicable to this RA. Where this is the case, then TAM may be read in place of TAA as appropriate throughout this RA.	No

5219[06](01)001	[06]	Authorized	AMC	Instrumentation and Flight Data Recorder Requirements	1. The Instrumentation and FDR requirements, including the parameters and sampling rates to be measured, should be considered and the actions taken formally recorded by the TAA for; a. Trials of major changes to Type Design[3]. b. Trials which seek to extend the approved flight limitations, or which entail an increased Hazard. c. Trials of any special equipment installation which might affect the Safety of the Products, Parts or Appliances including Airborne Equipment and Air Launched Weapons. [3] Refer to RA 5820 – Changes in Type Design (MRP Part 21 Subpart D).	No
5219[06](01)002	[06]	Authorized	AMC	Instrumentation and Flight Data Recorder Requirements	2. The following requirements should be considered: a. Instrumentation required in each Air System allocated for flight trials[4]. b. Provision for automatic monitoring and recording, including telemetry. c. Provision of a crashworthy FDR which meets the requirements of Defence Standard (Def Stan) 00-970 Part 13 UK 13.4.3.1 and 13.4.3.2[5]. d. Provision for navigational or Safety aids necessary for the safe ►◄ and satisfactory conduct of the flight trials. [4] Refer to RA 5301 – Air System Configuration Management. [5] Refer to Def Stan 00-970 Certification Specifications for Service Aircraft - Part 13.	No
5219[06](01)003	[06]	Authorized	AMC	Instrumentation and Flight Data Recorder Requirements	3. The DO / selected T&E organization should submit all relevant information on the Instrumentation and FDR to the TAA.	No
5219[06](01)004	[06]	Authorized	AMC	Instrumentation and Flight Data Recorder Requirements	4. All installations should conform to the Type Certification Basis applicable to the Air System concerned, or by agreement with the MAA, to the requirements of alternative Certification Specifications for Airworthiness.	No
5219[06](01)005	[06]	Authorized	AMC	Instrumentation and Flight Data Recorder Requirements	5. The DO / selected T&E organization should demonstrate to the satisfaction of the TAA, with appropriate trials and Safety arguments, that the installation, when completed, is safe and effective.	No
5219[06](02)	[06]	Authorized	Regulation	Identification of Instrumentation	5219(2) When Instrumentation is installed in a Military Registered Air System it shall be marked in order that its experimental nature is readily identified.	No
5219[06](02)008	[06]	Authorized	AMC	Identification of Instrumentation	8. All items of Instrumentation equipment (mountings, fixed and the visible surfaces of removable items) should be marked to ensure they are uniquely identifiable as such.	No
5301	[06]	Authorized	RA Rationale	5301 - RA (Issue 6) - Air System Configuration Management	During the development and In-Service life of an Air System (and related Products, Parts, Appliances, Airborne Equipment and Air Launched Weapons (ALW)) there will be changes in design. In order to preserve Type Airworthiness and ensure the Air System remains safe to operate, it is necessary to implement strict management of the design configuration. This is achieved by carrying out Configuration Management in accordance with (iaw) a defined plan under the supervision of a management board. This is a joint endeavour between Industry and MOD stakeholders, with the lead for specific responsibilities moving from Industry to MOD during the project lifecycle. This RA details the regulatory requirements that facilitate the management of design configuration and records, through the life of the design.	Yes
5301(01)	[06]	Authorized	Regulation	5301(1) - Regulation - Configuration Management Principles	The Type Airworthiness Authority (TAA)►1◄ shall manage the Configuration of their Air System (and related Products, Parts, Appliances), Airborne Equipment and ALW iaw an agreed Configuration Management Plan (CMP) under the oversight of an established design Configuration governance system. 1 ►Refer to RA 5301(2) for the TAA / Design Organization (DO) relationship when Under Contractor Control (UCC).◄	No
5301(01)001	[06]	Authorized	AMC	5301(1).1 - AMC - Configuration Management Principles	Configuration Management (CM) activities should be conducted iaw a CMP prepared to the applicable requirements of Defence Standard (Def Stan) 05-057[2]. 2 Refer to Def Stan 05-057 – Configuration Management of Defence Materiel.	No
5301(01)002	[06]	Authorized	AMC	5301(1).2 - AMC - Configuration Management Principles	A CMP should be maintained throughout the life of the Air System (including related Products, Parts, Appliances, Airborne Equipment and ALW).	No
5301(01)003	[06]	Authorized	AMC	5301(1).3 - AMC - Configuration Management Principles	As a minimum, a CMP should: a. Reference the Configuration Status Record (CSR) management process to enable the configuration of an item to be established at any time during its life cycle. b. Detail the principal CM activities of planning, identifying, changing, accounting for and auditing and verification of an item's configuration.	No
5301(01)004	[06]	Authorized	AMC	5301(1).4 - AMC - Configuration Management Principles	A governance system should be established comprising of Configuration Control Boards (CCB)[3] and supporting committees as required to review and make decisions on changes to design and to ensure the effective delivery of the agreed change programme. [3] Design Organizations (DO) may use different terminology but CCB is used throughout this Regulation for convenience to describe the management board responsible for dispositioning design changes.	No

5301(01)005	[06]	Authorized	AMC	5301(1).5 - AMC - Configuration Management Principles	The procedures for a CCB, its ►chairpersonship◄ and mandatory attendees should be included in the CMP. In order to provide the necessary support, and input appropriate recommendations, a CCB should consist of, as a minimum, the following members each of whom will have executive authority[4]: a. TAA[4] or Commodity CE (Chair[6]). b. Representative(s) of the DO(s) affected (Chair[7]). c. TAM (if applicable). d. Specialist adviser(s) (if required)[8]. e. Representative(s) of the Service user(s) and Military Continuing Airworthiness Manager (Mil CAM). f. Representative(s) of the Production Organization (PO)[9] (if not the DO). g. Representative of the Release To Service Authority (RTSA) when discussing changes which could necessitate an update of the extant Release To Service (RTS)[10]. [4] The Type Airworthiness Authority (TAA) or Commodity Chief Engineer (Commodity CE) will require appropriate delegations to make the required commercial commitments or be supported by staff with the required authority. [5] Where the Air System is Civilian-Owned, ownership of regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model for TAw management; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA. [6] The TAA or Commodity CE will chair the CCB when the design is Under Ministry Control – see RA 5301(3). [7] The DO will chair the CCB when the design is Under Contractor Control – see RA 5301(2). [8] Specialist roles may include Safety, Environmental, Quality, Commercial or Finance. [9] Refer to RA 5835 – Production Organizations (MRP Part 21 Subpart G). [10] Refer to RA 1300 – Release To Service.	Yes
5301(01)006	[06]	Authorized	AMC	5301(1).6 - AMC - Configuration Management Principles	►Generic CCB responsibilities should include the need to: a. Consider and make decisions on proposed changes to design which affect project performance, cost, timescale or delivery. b. Define and approve the limits of delegated authority to any subordinate committees. c. Review and improve CM processes as required. d. Ensure compliance with CM processes.◄	Yes
5301(01)007	[06]	Authorized	AMC	5301(1).7 - AMC - Configuration Management Principles	A CSR should be prepared by the DO and maintained through life iaw the requirements of Def Stan 05-057 to enable effective management of design configuration and Design Records[10]. [10] Refer to MAA02: MAA Master Glossary.	Yes
5301(01)008	[06]	Authorized	AMC	5301(1).8 - AMC - Configuration Management Principles	The TAA or Commodity CE should ensure that the DO retains the Design Records and manufacturing data relating to the articles supplied or the work performed under the contract for a minimum of 5-years beyond the Product's, Part's, Appliance's, Airborne Equipment's and ALW's Out-of-Service date[11]. The master copy of any Design Record should not be altered during this period without the written permission of the TAA or Commodity CE. [11] Refer to RA 1225 – Air Safety Documentation Audit Trail.	Yes
5301(01)009	[06]	Authorized	AMC	5301(1).9 - AMC - Configuration Management Principles	The TAA or Commodity CE should ensure that the DO tasking arrangements facilitate provision of copies of particular CSR and Design Records in an agreed format when requested.	Yes
5301(01)010	[06]	Authorized	AMC	5301(1).10 - AMC - Configuration Management Principles	The outcome from the CCB should be recorded in narrative minutes.	No
5301(01)011	[06]	Authorized	AMC	5301(1).11 - AMC - Configuration Management Principles - ►CM of Flight Simulation Training Devices (FSTD)	The TAA should consider possible effects of Air System Design Changes on the CM of associated FSTD. Any Design Changes that are considered to affect this parity should be passed to the relevant FSTD Senior Responsible Owner (SRO) [13].◄ 13 ►Where an SRO is not appointed the Operating Duty Holder (ODH), Accountable Manager (Military Flying) (AM(MF)) or In-Service Capability Manager, on behalf of the ODH or AM(MF), should fulfil this responsibility, ie In-Service Modification where an SRO is not appointed or Contractor Flying Approved Organization Scheme.◄	Yes
5301(02)	[06]	Authorized	Regulation	5301(2) - Regulation - Configuration Management under Contractor Control	Whilst the design is UCC, the DO shall lead Configuration Management activities.	No
5301(02)018	[06]	Authorized	AMC	5301(2).18 - AMC - Configuration Management under Contractor Control	A CMP should be developed by the DO and agreed with the TAA or Commodity CE at the commencement of the contract and should be subject to review and revision at regular intervals as the design progresses.	No
5301(02)019	[06]	Authorized	AMC	5301(2).19 - AMC - Configuration Management under Contractor Control	Within the CMP, the DO should establish the CCB to bring under its control all sufficiently stable designs. At this phase of the project the CCB should: a. Prepare and maintain a provisional CSR. b. Record and control the standard of design to be manufactured. c. Make available to the TAA or Commodity CE the record of its decisions.	No

5301(02)020	[06]	Authorized	AMC	5301(2).20 - AMC - Configuration Management under Contractor Control	The TAA or Commodity CE should be invited to the CCB when the schedule to bring the design(s) UMC is to be discussed. Interim arrangements should be agreed by which the TAA or Commodity CE will gain sufficient knowledge and control over the Air System, Product, Part, Appliance, Airborne Equipment or ALW configuration to accept transfer to UMC.	No
5301(02)021	[06]	Authorized	AMC	5301(2).21 - AMC - Configuration Management under Contractor Control	Prior to the Design Records being brought UMC, the TAA or Commodity CE should establish the Local Technical Committee (LTC), ensuring that Terms of Reference are agreed by the CCB and detailed in the CMP.	No
5301(02)022	[06]	Authorized	AMC	5301(2).22 - AMC - Configuration Management under Contractor Control	The DO should make the CSR available for issue to the TAA or Commodity CE before the design transitions to UMC unless alternative arrangements have been made via the CCB.	NO
5301(02)023	[06]	Authorized	AMC	5301(2).23 - AMC - Configuration Management under Contractor Control	If the design is not brought UMC by the time of initial RTS, the TAA should set out the plan within the RTS Recommendations for achieving UMC and how CM for InService Air Systems will be managed.	NO
5301(03)	[06]	Authorized	Regulation	5301(3) - Regulation - Configuration Management under Ministry Control	Whilst the design is Under Ministry Control, the TAA or Commodity CE shall lead CM activities.	Yes
5301(03)027	[06]	Authorized	AMC	5301(3).27 - AMC - Configuration Management under Ministry Control	The TAA should ensure that the approved Air System configuration is accurately documented in the Air System Document Set [19]. 19 Refer to RA 1310 – Air System Document Set.	Yes
5301(03)028	[06]	Authorized	AMC	5301(3).28 - AMC - Configuration Management under Ministry Control	The TAA or Commodity CE should ensure that their CMP describes the CM dependencies with the DO and interfacing Products, Parts, Appliances, Airborne Equipment and ALW.	Yes
5301(03)029	[06]	Authorized	AMC	5301(3).29 - AMC - Configuration Management under Ministry Control	The CCB should be chaired by the TAA or Commodity CE who should ensure the required attendance►◄. In addition to the generic CCB tasks listed in paragraph ►6◄, the CCB should: a. Approve the development of Modifications based on LTC recommendations. b. Authorize the DO20 to proceed with approved changes iaw the agreed commercial arrangements. c. Approve the recommended Modification classification16 and roll-out planfrom the LTC21. d. Set requirements for monitoring compliance with the DO's CMP so that UMC can be assured.	No
5301(03)030	[06]	Authorized	AMC	5301(3).30 - AMC - Configuration Management under Ministry Control	After the design is brought UMC, the TAA or Commodity CE should authorize any change to the Design Records using the procedures detailed in the agreed CMP.	Yes
5301(03)031	[06]	Authorized	AMC	5301(3).31 - AMC - Configuration Management under Ministry Control	The TAA or Commodity CE should chair the LTC and ensure the required mandatory attendance as detailed in the CMP.	Yes
5301(03)032	[06]	Authorized	AMC	5301(3).32 - AMC - Configuration Management under Ministry Control	The LTC should make recommendations to the CCB based on technical scrutiny of design change proposals.	Yes
5301(03)033	[06]	Authorized	AMC	5301(3).33 - AMC - Configuration Management under Ministry Control	The outcome of the LTC should be recorded in narrative minutes.	No
5305	[08]	Authorized	RA Rationale	5305 - RA (Issue 8) - In-Service Design Changes	Following the introduction of an Air System (and related Products, Parts, Appliances, Airborne Equipment and Air Launched Weapons (ALW)) into service it may be necessary to develop design changes which may require Modifications, either to overcome deficiencies or to satisfy new requirements. Proposals for In-Service design changes will be appropriately controlled to avoid impacting on the Safety and Airworthiness of the Air System (and related Products, Parts, Appliances, Airborne Equipment and ALW); this Regulation describes the required control measures.	Yes
5305(01)	[08]	Authorized	Regulation	5305(1) - Regulation - In-Service Design Changes - General	The Type Airworthiness Authority (TAA)[1] or Commodity Chief Engineer (CE) shall be responsible for managing the design change procedure. 1 Where the Air System is ►not UK MOD-owned, Type Airworthiness (TAw) management◄ regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model ►◄; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems. Dependant on the agreed ►delegation◄ of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA, noting the TAM may not authorize major changes	No

5305(01)001	[08]	Authorized	AMC	5305(1).1 - AMC - In-Service Design Changes – General	In-Service changes to the Air System Type Design should be conducted in accordance with (iaw) the classification[2] and approval process in RA 5820[3]. In-Service design changes to individual Products, Parts, Appliances, Airborne Equipment and ALW should be conducted iaw this Regulation. [2] Classification in this context means 'Major' or 'Minor', rather than the embodiment priority defined in this regulation. [3] Refer to RA 5820 – Changes in Type Design (MRP Part 21 Subpart D).	No
5305(01)002	[08]	Authorized	AMC	5305(1).2 - AMC - In-Service Design Changes – General	The TAA or Commodity CE should ensure that, when selecting an organization for any design change, the organization has been approved under the MAA Design Approved Organization Scheme (DAOS)[4], [5]. [4] Refer to RA 1005(2): Design Organizations. [5] Refer to RA 5850 – Military Design Approved Organizations (MRP Part 21 Subpart J).	No
5305(01)003	[08]	Authorized	AMC	5305(1).3 - AMC - In-Service Design Changes – General	During the design change procedure, the TAA or Commodity CE should manage configuration iaw their respective Configuration Management Plan (CMP)[6]. [6] Refer to RA 5301 – Air System Configuration Management.	Yes
5305(02)	[08]	Authorized	Regulation	5305(2) - Regulation - In-Service Design Changes –	The TAA or Commodity CE shall ensure that In-Service design changes are conducted within an Air Safety Management System (ASMS)[7]. [7] Refer to RA 1200 – Air Safety Management.	No
5305(02)013	[08]	Authorized	AMC	5305(2).13 - AMC - In-Service Design Changes – Safety	All design changes and associated Modifications should be supported by their own Safety Assessment (SA) which should demonstrate continued compliance with Certification requirements[3]. [3] Refer to RA 5820 – Changes in Type Design (MRP Part 21 Subpart D).	No
5305(02)014	[08]	Authorized	AMC	5305(2).14 - AMC - In-Service Design Changes – Safety	The TAA should conduct a review of the Type Airworthiness Safety Assessment (TASA) when progressing all design change proposals[11]. [11] Refer to ►RA 5012 – Type Airworthiness Safety Assessment.◄	No
5305(02)015	[08]	Authorized	AMC	5305(2).15 - AMC - In-Service Design Changes – Safety	The Commodity CE should ensure that the SA for any design change is promulgated to the appropriate Air System TAA for integration into the TASA.	No
5305(02)016	[08]	Authorized	AMC	5305(2).16 - AMC - In-Service Design Changes – Safety	The TAA or Commodity CE should ensure that design changes are addressed within the project Safety Management activities ►◄[12] . [12] 2 Refer to ►RA 5011 – Type Airworthiness Safety Management System.◄	No
5305(03)	[08]	Authorized	Regulation	5305(3) - Regulation - In-Service Design Changes – Modification Procedure	The TAA or Commodity CE shall select the most appropriate Design Organization (DO) to develop the required Modification.	No
5305(03)019	[08]	Authorized	AMC	5305(3).19 - AMC - In-Service Design Changes - Modification Procedure	The TAA or Commodity CE should task development of the Modification to the DO of the Air System or relevant Product, Part or Appliance wherever possible[19] (termed 'Lead DO' henceforth in this Regulation). [19] The DO (termed here the Lead DO for convenience) will maintain the Configuration Status Record (CSR) (refer to RA 5301 – Air System Configuration Management) and fulfil the requirements of RA 1014 – Design Organization and Co-Ordinating Design Organizations - Airworthiness Responsibilities.	No
5305[08](03)020	[08]	Authorized	AMC	5305(3).20 - AMC - In-Service Design Changes - Modification Procedure	When an Alternate DO is tasked to develop an ►Alternate Design Organization Modification (ADOM)◄[20], the TAA or Commodity CE should ensure that the CMP and the Airworthiness Strategy21 clearly describe how the intent of RA 53016 and this Regulation will be met to retain configuration, ensure continued access to relevant Design Records, and maintain Air Safety. [20] In legacy terms this would often have been termed a Service Modification. [21] Refer to ►RA 5010 – Type Airworthiness Strategy.◄	No
5305(03)021	[08]	Authorized	AMC	5305(3).21 - AMC - In-Service Design Changes - Modification Procedure	If an ►ADOM◄ is developed ►◄ for integration into an Air System, a Certificate of Design (CofD)[22] should be provided for the complete installation as part of the evidence to support the change in Type Design. [22] Refer to RA 5103 – Certificate of Design.	No
5305(03)022	[08]	Authorized	AMC	5305(3).22 - AMC - In-Service Design Changes - Modification Procedure	The TAA or Commodity CE should seek a Cover Modification from the Lead DO when an ►ADOM◄ has been ►embodied◄ where there is a need to fully incorporate the change into Design Records.	No
5305(03)023	[08]	Authorized	AMC	5305(3).23 - AMC - In-Service Design Changes - Modification Procedure	Where no Cover Modification is intended, the TAA should implement equivalent arrangements to ensure the effective through-life support of modified items and detail them within the relevant Support Policy Statement[23]. [23] Refer to ►RA 5407◄ – Support Policy Statement	No

5305(03)024	[08]	Authorized	AMC	5305(3).24 - AMC - In-Service Design Changes - Modification Procedure	Regardless of any requirement for Cover Modification action, the Lead DO should be informed of the Modification development via the LTC to enable the CSR to be appropriately annotated.	No
5305(03)025	[08]	Authorized	AMC	5305(3).25 - AMC - In-Service Design Changes - Modification Procedure	The LTC should recommend for Configuration Control Board[6] agreement the embodiment priority classification and roll-out plan for all Modifications to be undertaken iaw Def Stan 05-057[10] Annex E. [6] Refer to RA 5301 – Air System Configuration Management. [10] Refer to Def Stan 05-057 - Configuration of Defence Materiel.	No
5305(03)026	[08]	Authorized	AMC	5305(3).26 - AMC - In-Service Design Changes - Modification Procedure	The TAA or Commodity CE should ensure the following when implementing design changes via Modification: a. That the urgency of developing the Modification is appropriate to the embodiment priority allocated, and that progress is actively managed via the relevant committees[24]. b. That clear instructions for embodying the Modification are developed iaw an effective, consistent process and are provided in a Modification Leaflet (ML) in advance of the Modification kits being issued. c. The ML specifies the tools and equipment necessary to embody the Modification. d. That the ML specifies how the Modification ►should◄ be recorded, both on the item and in the technical records.. e. That sufficient Modification kits, tools and equipment are provisioned and made available for the Mil CAM to plan embodiment. f. That amendments to the Air System Document Set (ADS)[25] and Commodity CE-approved Maintenance Manuals are provided which identify all required changes to affected operating, Maintenance and handling instructions. The ML ►should◄ be filed within the Topic 2 series (or equivalent) of relevant publications. g. A copy of the draft ML is provided to the Officer Commanding Defence Aircrew Publications Squadron (OC DAPS) or competent contractor and the User Authenticator as appropriate to determine its effect, if any, on operation or handling of the Air System[26]. [24] The ADH and Mil CAM will have an input regarding the urgency of developing modifications for Air Systems. [25] Refer to RA 1310 – Air System Document Set. [26] Refer to RA 5406 – Aircrew Publications.	No
5320	[05]	Authorized	RA	5320 - RA (5) - Air System Maintenance Schedule – Design and Validation	Maintenance schedules are a key component of the Instructions for Sustaining Type Airworthiness (ISTA) [1]. Failure to implement an appropriate Maintenance schedule regime, such as Reliability Centred Maintenance (RCM), could potentially jeopardize Airworthiness. Maintenance schedules need to be maintained and validated throughout the life of the Air System, to account for changes in operating usage, environment, configuration, Ageing and Maintenance regime. This RA details the protocols for implementing an Air System Maintenance schedule through life in order to sustain Airworthiness. [1] Refer to RA 5815 – Instructions for Sustaining Type Airworthiness.	Yes
5320(01)	[05]	Authorized	Regulation	5320(1) - Regulation - Air System Maintenance Schedule – Design and Validation	The Type Airworthiness Authority (TAA) [2] shall ensure Air System Maintenance schedules are designed in accordance with an appropriate protocol and remain valid throughout the life of the Air System. [2] For Civilian-Owned / Civilian Operated Air Systems the Air System Sponsor has the opportunity to split Type Airworthiness (TAw) responsibility between a TAA and a Type Airworthiness Manager (TAM); however due to the non-delegable responsibilities detailed in RA 1162 - Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, TAM is not applicable to this RA.	Yes
5320(01)001	[05]	Authorized	AMC	5320(1).1 - AMC - Air System Maintenance Schedule – Design and Validation	The Air System Maintenance schedule should be a complete and overarching Preventive Maintenance regime for maintaining the TAw of an Air System throughout its designed and certified life. The Maintenance schedule should be based on forecast usage, reliability performance and include the task content and metric or events that trigger the tasks.	Yes
5320(01)002	[05]	Authorized	AMC	5320(1).2 - AMC - Air System Maintenance Schedule – Design and Validation	The Maintenance schedule, with supporting evidence, should be in place to support Air System Certification [3]. The Maintenance schedule should be detailed in the ISTA [1]. [1] Refer to RA 5815 – Instructions for Sustaining Type Airworthiness. [3] Refer to RA 5810 – Military Type Certificate (MRP Part 21 Subpart B).	Yes
53200(1)003	[05]	Authorized	AMC	5320(1).3 - AMC - Air System Maintenance Schedule – Design and Validation	Any preventive Maintenance schedule should be derived and reviewed in conjunction with the Design Organization (DO) and the Military Continuing Airworthiness Manager.	Yes
5320(01)004	[05]	Authorized	AMC	5320(1).4 - AMC - Air System Maintenance Schedule – Design and Validation	The Air System Maintenance schedule should be subject to periodic review and validation. These activities should consider operating experience [4] and any changes to the Maintenance regime proposed by the DO and promulgated by the TAA, resulting in amendment to the Maintenance schedule when necessary. DO design data and assumptions should be utilized to validate the effectiveness of the Maintenance schedule in mitigating the failure modes and failure rates anticipated during Certification and the development of the initial Maintenance schedule. The periodicity should be dictated to preserve Airworthiness but should not exceed 5 years. [4] Refer to Manual of Air System Integrity Management (MASIM).	Yes

5320(01)005	[05]	Authorized	AMC	5320(1).5 - AMC - Air System Maintenance Schedule – Design and Validation	During design, review and validation either of the following Maintenance protocols should be utilized: a. JAP(D)100C-22 [5]. b. Air Transport Association Maintenance Steering Group-3 (MSG-3). [5] Refer to JAP(D)100C-22 – Guide to Developing and Sustaining Preventative Maintenance Programmes.	No
5320(01)006	[05]	Authorized	AMC	5320(1).6 - AMC - Air System Maintenance Schedule – Design and Validation	If the Air System is a civil derivative design then the TAA should attend or send a representative to the Maintenance Review Board, or the appropriate civil Maintenance Review Meeting for the type.	Yes
5405	[10]	Authorized	RA Rationale	5405 - RA (Issue 9) - Special Instructions (Technical)	When a Fault or potential Fault impairs the Safety, serviceability or operational capability of an Air System (and related Products, Parts, Appliances, Airborne Equipment or Air Launched Weapons), temporary Instructions are issued to authorize remedial action. These Instructions, known as Special Instructions (Technical) (SI(T)), are approved and issued by the Type Airworthiness Authority (TAA)[1] or the Commodity Chief Engineer (CE). A SI(T) provides the authority to undertake a work package to identify, monitor, repair or prevent the potential Occurrence or re-Occurrence of a Fault. 1 Where the Air System is ►not UK MOD owned, Type Airworthiness (TAw) management◄ regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model ►◄; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems or refer to RA 1163 –Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA.	No
5405(01)	[10]	Authorized	Regulation	5405(1) - Regulation - Special Instructions (Technical)	5405(1) The TAA or Commodity CE shall raise a SI(T) when a work package is needed to identify, monitor, repair or prevent the Occurrence or re-Occurrence of a Fault.	No
5405(01)001	[10]	Authorized	AMC	5405(1).1 - AMC - Special Instructions (Technical) - Delivery Team Responsibilities	1. Prior to issuing a SI(T), the TAA or Commodity CE should assess: a. The effect of the Fault or potential Fault on the Type Airworthiness Safety Assessment / Equipment Safety Assessment and, if required, consult with the Operating Duty Holder (ODH) / Accountable Manager (Military Flying) on the effect on the Air System Safety Case. b. Any effect that SI(T) compliance itself could introduce (for example, a SI(T) that requires the frequent disturbance of a critical Aircraft system could itself introduce a Risk to Airworthiness).	No
5405(01)002	[10]	Authorized	AMC	5405(1).2 - AMC - Special Instructions (Technical) - Delivery Team Responsibilities	2. When a SI(T) is raised, the TAA or Commodity CE should notify the Design Organization (DO) and / or the Original Equipment Manufacturer.	No
5405[10](01)003	[10]	Authorized	AMC	5405(1).3 - AMC - Special Instructions (Technical) - Delivery Team Responsibilities	3. The TAA or Commodity CE should take responsibility for: a. Consulting with the Military Continuing Airworthiness Manager (Mil CAM)[2] to ensure the Maintenance Organizations are able to fulfil the requirements of an instruction and the implications of applying the instructions to stored equipment. b. Ensuring that SI(T)s comply with the applicable Type Certification Basis. c. Promulgation of SI(T)s. d. Maintaining registers for all SI(T)s, including an index of applicable SI(T)s in the Orders and Instructions issued by the TAA (Topic 2(N/A/R)1). e. Ensuring that SI(T)s remain extant for the minimum required period and issuing clear instructions when they are superseded, time expired, fully completed, or otherwise cancelled. f. Initiating appropriate follow up action as required, such as modifications or Instructions for Sustaining Type Airworthiness (ISTA)[6] amendment. g. Liaising with other TAA or Commodity CEs and Service Non-Destructive Testing (NDT) organizations. h. Retaining an audit trail of all actions relating to the SI(T). i. Conducting periodic summaries, at least every 6 months, of all instructions issued, extended or cancelled during the previous period. j. Issuing the periodic summaries to all parties as appropriate. k. Agreeing categories for the instruction from those listed at Annex A. [2] Refer to RA 4947 – Continuing Airworthiness Management – MRP Part M Sub Part G. [6] Refer to RA 5815 – Instructions for Sustaining Type Airworthiness.	No
5405(01)004	[10]	Authorized	AMC	5405(1).4 - AMC - Special Instructions (Technical) - Delivery Team Responsibilities	4. When an Airworthiness Directive (AD) or Service Bulletin (SB)[3] for a civil derivative Air System is received, the TAA or Commodity CE should utilize the SI(T) process to initiate corrective action in the same way they would with a military Air Systems. [3] Refer to RA 5805 – Airworthiness Directives and Service Bulletins (MRP Part 21 Subpart A).	No
5405(01)005	[10]	Authorized	AMC	5405(1).5 - AMC - Special Instructions (Technical) - Delivery Team Responsibilities	5. The TAA ►or Commodity CE◄ should engage with the Release To Service (RTS) Authority (RTSA) or Sponsor4 during the production of a SI(T) to ensure sufficient evidence is made available to enable changes to be incorporated into the RTS, Military Permit to Fly (MPTF) (In-Service) or MPTF (Special Case Flying (SCF)) or the letter of release for ship-borne operations. [4] Refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems or RA 1163 - Air Safety Governance Arrangements for Special Case Flying Air Systems.	No

5405(01)006	[10]	Authorized	AMC	5405(1).6 - AMC - Special Instructions (Technical) - Delivery Team Responsibilities	6. When an NDT technique is required to satisfy a SI(T), the relevant TAA or Commodity CE should engage the appropriate NDT organization as early as possible to enable development of the required technique.	No
5405(01)007	[10]	Authorized	AMC	5405(1).7 - AMC - Special Instructions (Technical) - Delivery Team Responsibilities	7. The TAA should provide Officer Commanding Defence Aircrew Publications Squadron (OC DAPS) or ►a◄ competent contractor with a draft copy of the SI(T) to enable DAPS or ►the◄ competent contractor to determine whether operation or handling are affected.	No
5405](01)008	[10]	Authorized	AMC	5405(1).8 - AMC - Special Instructions (Technical) - Delivery Team Responsibilities	8. Armament Safety. Special clearance procedures should be identified before a SI(T) is issued which affects Air System weapons or equipment, which have an RTS or MPTF (In-Service) or MPTF (SCF) covering an armament capability.	No
5405(01)009	[10]	Authorized	AMC	5405(1).9 - AMC - Special Instructions (Technical) - Design Organization Responsibilities	9. When tasked, the DO should be responsible for the following: a. Retaining an audit trail of all actions relating to the SI(T). b. Maintaining registers for all SI(T)s. c. Conducting periodic summaries, at least every 6 months, of all instructions issued, extended or cancelled during the previous period. d. Issuing the periodic summaries to all parties as appropriate. e. Preparing a draft SI(T) for submission to the Delivery Team (DT) as required. f. Advising the TAA or Commodity CE of the need for NDT. g. Recommending acceptance of a SI(T) drafted by other DOs. h. Initiating modification[5], drawing amendment, ISTA amendment[6] or other action to enable cancellation of the SI(T). i. Providing technical advice. j. Obtaining TAA or Commodity CE approval. [5] For modifications the DO will be tasked by the TAA or Commodity CE.	No
5405(01)010	[10]	Authorized	AMC	5405(1).10 - AMC - Special Instructions (Technical) - Design Organization Responsibilities	10. These procedures should not be used to circumvent more formal action. A SI(T) should remain extant until the TAA or Commodity CE withdraws it for one of the following reasons: a. Issue of a superseding SI(T). b. Issue of an over-riding publication amendment or design change. c. When further application is not required.	No
5406	[08]	Authorized	RA Rationale	5406 - RA (Issue 8) - Aircrew Publications	Aircrew Publications are a subset of the Air System Document Set (ADS) [1] that provide aircrew with information on the technical details, performance and handling characteristics of an Air System, together with normal and emergency operating procedures and limitations, in an accessible format at the point of need. Failure to create and maintain Aircrew Publications will result in the aircrew being unable to ensure that the associated Air System is operated safely. To maintain safe operation, Aircrew Publications need to be amended through-life in a coherent and expedient manner so that they continue to reflect the Release To Service (RTS) [2] or Military Permit To Fly (MPTF) [3] cleared configuration of the Air System. [1] Refer to RA 1310 – Air System Document Set. [2] Refer to RA 1300 – Release to Service. [3] Where an Air System is operated under MPTF, refer to RA 5880 – Military Permit to Fly (Development) (MRP Part 21 Subpart P) or RA 1305 – Military Permit to Fly (In-Service), (Special Case Flying) and (Single Task).	No
5406(01)	[08]	Authorized	Regulation	5406(1) - Regulation - Aircrew Publications	The Type Airworthiness Authority (TAA) [4] shall approve and provide a complete set of Aircrew Publications to the Operating Duty Holder (ODH) / Accountable Manager (Military Flying) (AM(MF)). 4 Where the Air System is not UK MOD-Owned, ►Type Airworthiness (TAw) management◄ regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model ►◄; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA	No

5406(01)001	[08]	Authorized	AMC	5406(1).1 - AMC - Aircrew Publications	The TAA should develop Aircrew Publications in accordance with (iaw) the requirements of the ADS management plan [1], ensuring that: a. All related Aircrew Publications are issued before the Air System is required to commence In-Service flying. b. They provide the following as a minimum (but not limited to): (1) Normal and emergency drills in a format suited to use by the Aircrew in the operating environment. (2) Detailed system descriptions including installed avionics, weapons equipment and associated software, Air System operating instructions, handling advice and expanded normal and emergency procedures. (3) Sufficient performance information to permit effective flight planning calculations, enabling adherence to civilian Regulation where applicable, suitable to the Air System role, and supportive of mission management decision making. c. If the need is identified, the following are also provided: (1) A Maintenance procedure suitable for use by the Air System crew iaw their engineering authorizations.(2) A method of determining the Air System suitability for dispatch or continuance on task. (3) ►Procedures to confirm the performance, mission effectiveness or handling qualities of an Air System or to perform diagnostic analysis of its Systems.◄ d. Officer Commanding Defence Aircrew Publications Squadron (OC DAPS)[5] ►and /◄ or a competent contractor[6] is appointed to support the TAA in: (1) Ensuring the timely and effective management of the production, validation, verification and maintenance of Aircrew Publications [1]. (2) Liaising where necessary with an Operating Data Manual (ODM)Agency [7] to ensure the provenance of performance data by independent scrutiny of the Performance Data Substantiation Document (PDSD), and to maintain consistency and coherence of the ODM with the RTS, MPTF and other Aircrew Publications. e. OC DAPS or a competent contractor provide independent Assurance and advice on the acceptability of the Aircrew Publications, iaw Air Acquisition Publication (AAP) 00-002 Defence Aircrew Publications Guide (DAPG) and DAPS Business Processes, as an integral element of the Type Air Safety Assessment (TASA) or Project Safety Assessment [8] 1 Refer to RA 1310 – Air System Document Set. 2 Refer to RA 1300 – Release To Service.	Yes
5406(01)002	[08]	Authorized	AMC	5406(1).2 - AMC - Aircrew Publications	OC DAPS or a competent contractor should be: a. The Subject Matter Expert (SME) for Aircrew Publications and provides the independent assurance and advice on the acceptability of Aircrew Publications. b. Responsible for providing independent Air System performance advice to the TAA and ODH / AM(MF).	No
5406(01)003	[08]	Authorized	AMC	5406(1).3 - AMC - Aircrew Publications	The TAA should ensure that OC DAPS or a competent contractor is undertaking the management of production, independent assessment and publication activities for Aircrew Publications, leading to the provision of the information required to support the RTS and MPTF.	Yes
5406(01)004	[08]	Authorized	AMC	5406(1).4 - AMC - Aircrew Publications	4. When DAPS is used to manage the production of Aircrew Publications, the preferred layout and technical content should follow that detailed in AAP 00-001►[9]◄. Otherwise the format of new material should follow that detailed in Defence Standard 00-601 Part 1[10] . ►In either case, the TAA should ensure that the source data is valid or has been validated, and that the content and presentation are verified◄ by the User Authenticator (UA)[11] as fit for purpose. ►◄ [9] Refer to AAP 00-001 – Defence Aircrew Documentation Specifications.◄ [10] Refer to Defence Standard 00-601 Part 1 – MOD Business Rules – Contracting for Technical Documentation. [11] Refer to MAA02: MAA Master Glossary.	No
5406(01)005	[08]	Authorized	AMC	5406(1).5 - AMC - Aircrew Publications	The ODH / AM(MF) should: a. Ensure that the implications of any changes to the RTS and MPTF are evaluated, and that timely action is taken to amend appropriate orders or provide guidance and information to staff under their command. b. Appoint a UA, typically the Standardization / Evaluation office for each Air System. The UA should provide verification to OC DAPS or competent contractor and the RTSA that the content and presentation of the Aircrew Publications meet user requirements. However, the advice in the Aircrew Publications should reflect what is authorized by the RTS.	No
5406(01)006	[08]	Authorized	AMC	5406(1).6 - AMC - Aircrew Publications	6. The Design Organization (DO) should: a. Provide the TAA with all the information required to ensure that Aircrew Publications reflect the Type Certification Basis of the Air System. b. Maintain the master source material (recommended to the TAA, including all graphics) throughout the life of the Air System and make this material available ‘on demand’ to the MOD. c. Generate appropriate text on ‘Effect on Operation and Handling’ when an effect on operation and / or handling is identified. d. Produce a PDSD to support all performance data provided for the Aircrew Publications. The PDSD describes how the Air System performance data are derived and validated. The PDSD ►should◄ be updated as required to support changes to the provided data.	Yes
5406(02)	[08]	Authorized	Regulation	5406(2) - Regulation - Amendments to Aircrew Publications	The TAA shall ensure that the Aircrew Publications are maintained in coherence with the RTS or MPTF (as applicable) cleared configuration through the life of the Air System.	Yes
5406(02)13	[08]	Authorized	AMC	5406(2).16 - AMC - Amendments to Aircrew Publications	The TAA should amend Aircrew Publications through-life iaw the requirements of the ADS management plan [1], ensuring that changes to the design of the Air System affecting aircrew are promulgated to the DRTSA via RTS Recommendations. [1] Refer to RA 1310 – Air System Document Set.	Yes
5406(02)14	[08]	Authorized	AMC	5406(2).17 - AMC - Amendments to Aircrew Publications	For changes to the Air System configuration that are likely to affect Aircrew Publications (especially important for software changes) and the RTS: a. The TAA should identify those responsible for providing all relevant data associated with such changes to OC DAPS or a competent contractor and arrange for any required amendment of the related Aircrew Publications. b. OC DAPS or a competent contractor should determine whether handling, performance or operation is affected and, when tasked, recommend appropriate amendments to the Aircrew Publications, to the TAA.	Yes

5406(02)15	[08]	Authorized	AMC	5406(2).18 - AMC - Amendments to Aircrew Publications	18. In the case of changes to Type Design or in-service design changes and Special Instructions (Technical) (SI(T)s), the TAA should request advice from OC DAPS, UA or a competent contractor ►to advise◄ whether an entry in the Air System Technical Log[12] is required and provide the wording for such entries. [12] MOD Form 703A1 – List of Modifications And Service Issued Instructions Of Direct Operating Interest To Aircrew, MOD Form 703A2 – List Of Frequently Moved Modifications And Service Issued Instructions Of Direct Operating Interest To Aircrew, or equivalent.	No
5407	[02]	Authorized	RARationale	Support Policy Statement	An Air System Safety Case (ASSC) is critically reliant on a range of support requirements. The Support Policy Statement (SPS) is the executive document specifying all the support arrangements for an Air System and / or its associated equipment, when operated in the interest of the MOD[1]. Failure to identify, provision for and articulate the range of support requirements is likely to compromise Air Safety. This RA describes the engineering and supporting administrative actions that are necessary to enable the safe and efficient operation of the Air System. [1] Refer to RA 1160 – The Defence Air Environment Operating Framework. For Special Case Flying, the Type Airworthiness Manager (TAM) can choose to follow a similar approach within the construct of their own internal governance and procedures.	Yes
5407(02)	[02]	Authorized	Regulation	Support Policy Statement	5407(1) The Type Airworthiness Authority (TAA)[2] shall ensure that a SPS is produced, promulgated and maintained for their Air System. [2] Whilst the TAA holds the responsibility for producing the SPS, the information held within it may include aspects authored and approved by other key contributors.	No
5407(01)001	[02]	Authorized	AMC	Support Policy Statement	1. The SPS should: a. Be promulgated as the first leaflet in the Topic 2(N/A/R)1[3] or equivalent, with specific support policy requirements identified in subsequent leaflets. b. Detail the authorities and / or organizations with management responsibilities. c. Define the on-Aircraft and equipment Maintenance philosophies (both Preventive and Corrective), and the methodology used to develop the relevant Maintenance schedule[4]. d. Detail the Approved Data[5] that enables delivery of the Support Policy, including the planned method for promulgating amendments. e. Identify the equipment, systems and commodity items which are included within the Safety Assessment but which are managed and supplied by other organizations, referencing any relevant individual SPS and necessary information from the relevant providers. f. Identify the data to be gathered through life and how it will be managed to support the requirements for data exploitation[6] and Fault trend analysis[7]. g. Detail the utilization of Logistic Information Systems (LIS) that contribute to Air System operation[8]. h. Define the approach to ensuring provision of sufficient spares to enable delivery of Instructions for Sustaining Type Airworthiness (ISTA)[9],[10]. i. Detail the arrangements for providing sufficient tools, test equipment and material to enable delivery of ISTA[11]. j. Detail the requirements and arrangements for appropriate training of ground-based personnel. k. Detail the requirements for support facilities and infrastructure, including Flight Simulation Training Devices12 where applicable. [3] Topic 2(N/A/R)1 is a legacy military reference. Equivalent ISTA titles are acceptable. [4] Refer to RA 5320 – Air System Maintenance Schedule – Design and Validation. [5] Refer to RA 5815 – Instructions for Sustaining Type Airworthiness. [6] Refer to RA 1207 – Air Safety Data Management and Exploitation. [7] Refer to RA 5825 – Fault Reporting and Investigation. [8] Refer to RA 1223 – Airworthiness Information Management. [9] Refer to RA 4809 – Acceptance of Components (MRP 145.A.42). [10] Refer to RA 5855 – Parts and Appliances (MRP Part 21 Subpart K). [11] Refer to RA 4808 – Equipment, Tools and Material (MRP 145.A.40). [12] Refer to RA 2375 – Qualification, Approval and Use of Flight Simulator Training Devices	No
5407(01)002	[02]	Authorized	AMC	Support Policy Statement	2. The SPS should be issued at initial authorization of the Release To Service (RTS) or the Military Permit to Fly (MPTF) (In-Service) and reissued at least every 5 years, or following significant change, to ensure continued alignment with ASSC requirements[13]. SPS requirements when an MPTF (Development) is generated should be defined by the TAA accordingly to be appropriate and proportionate for the phase of the project [13] Refer to RA 1205 – Air System Safety Cases.	No
5407(01)003	[02]	Authorized	AMC	Support Policy Statement	3. The TAA should ensure that a routine review of the SPS for continued accuracy is included within the Quality Management System.	No
5407(01)004	[02]	Authorized	AMC	Support Policy Statement	4. Reviews of the SPS should be carried out in consultation with appropriate Military Continuing Airworthiness Manager and support organizations, including exploitation of all relevant data sources[6].	No
5407(01)005	[02]	Authorized	AMC	Support Policy Statement	5. Where equipment is provided by a Commodity Chief Engineer (CE)[14], the TAA should ensure that sufficient information is either provided to support the Air System SPS, or produced in a standalone commodity SPS. The equivalent content of a commodity SPS should be proportionate to the complexity of the equipment, its support requirements and the Hazards it presents. [14] Refer to RA 5013 – Air Safety Management of Equipment and Commodity Items.	No
5602	[04]	Authorized	RA Rationale	5602 - RA (Issue 4) - Propulsion Systems Part Lifing, Critical and Common Pool Parts	Propulsion Systems are complex, have multiple failure modes and contain a number of critical parts whose failure could have a significant impact to the Air Safety of the Air System in which it is installed. In order to assure the Integrity of critical parts within a Propulsion System, the production, identification, and usage of such parts will be controlled and managed. Additionally, the control and management of common pool parts, conduct of Quality Verification Tests (QVT) and utilization of acceptance and test criteria ensure the Airworthiness of the Air System.	Yes
5602(01)	[04]	Authorized	Regulation	5602(1) - Regulation - Classification of Critical Parts	The Propulsion System Design Organization (DO) shall identify the critical parts contained within the Propulsion System.	Yes
5602(01)001	[04]	Authorized	AMC	5602(1).1 - AMC - Classification of Critical Parts	As part of the Type Certification process, Propulsion System DOs should conduct safety analyses in order to identify critical parts whose failure has the potential to cause hazardous Propulsion System effects, or where failure would have unacceptable consequences.	Yes
5602(01)002	[04]	Authorized	AMC	5602(1).2 - AMC - Classification of Critical Parts	Critical parts should be clearly detailed in the Configuration Status Record (CSR)[1] and should be appropriately identified[2]. [1] Refer to RA 5301 – Air System Configuration Management. [2] Refer to RA 5885 – Identification of Products, Parts and Appliances (MRP Part 21 Subpart Q).	Yes

5602(01)003	[04]	Authorized	AMC	5602(1).3 - AMC - Classification of Critical Parts	Where life marking is deemed necessary to record critical part usage, the marking system, location and means of marking should be detailed in the Air System Document Set (ADS) and authorized by the Type Airworthiness Authority (TAA)[3]. [3] Refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems. Dependant on the agreed split of Type Airworthiness responsibilities, Type Airworthiness Manager may be read in place of TAA as appropriate throughout this RA.	No
5602(02)	[04]	Authorized	Regulation	5602(2) - Regulation - Determination of Critical Part Life	The Propulsion System DO shall determine critical part lives and exchange rates using a recognized process and shall present the lives to the TAA.	Yes
5602(02)006	[04]	Authorized	AMC	5602(2).6 - AMC - Determination of Critical Part Life	Propulsion System critical part approved lives should be formulated using processes consistent with the Type Certification Basis[4]. [4] Refer to Defence Standard 00-970 Part 11 – Certification Standard for Service Aircraft.	No
5602(02)007	[04]	Authorized	AMC	5602(2).7 - AMC - Determination of Critical Part Life	The rationale for the lifing of non-critical parts should be recorded by the Propulsion System DO and provided to the TAA.	Yes
5602(03)	[04]	Authorized	Regulation	5602(3) - Regulation - Control of Critical Parts	The Propulsion System DO shall control the manufacture of ciritcal parts and shall record the manufacturing history.	Yes
5602(03)010	[04]	Authorized	AMC	5602(3).10 - AMC - Control of Critical Parts	The Propulsion System DO should demonstrate, to the satisfaction of the TAA, the processes for the control[2] and verification of critical parts, including those from alternative methods or sources of manufacture. [2] Refer to RA 5885 – Identification of Products, Parts and Appliances (MRP Part 21 Subpart Q).	No
5602(03)011	[04]	Authorized	AMC	5602(3).11 - AMC - Control of Critical Parts	Decisions on introducing alternative methods or sources of production should be recorded in Local Technical Committee and Configuration Control Board[1] meeting minutes. [1] Refer to RA 5301 – Air System Configuration Management.	No
5602(04)	[04]	Authorized	Regulation	5602(4) - Regulation - Quality Verification Tests and Acceptance and Test Criteria	The Propulsion System DO shall: a. Propose a test schedule programme for QVT to the TAA for agreement. b. Submit acceptance and test schedules for the Propulsion System to the TAA for agreement.	No
5602(04)015	[04]	Authorized	AMC	5602(4).15 - AMC - Quality Verification Tests and Acceptance and Test Criteria	The first Propulsion System accepted post production[7] and after Type Certification should be subject to QVT, with further routine samples taken as agreed by the TAA. [7] Refer to AS9102 – Aerospace First Article Inspection Requirement.	No
5602(04)016	[04]	Authorized	AMC	5602(4).16 - AMC - Quality Verification Tests and Acceptance and Test Criteria	The agreed acceptance and test criteria should be published in the Propulsion System Maintenance Manual(s) for all new, repaired and overhauled Propulsion Systems by the TAA.	No
5602(04)017	[04]	Authorized	AMC	5602(4).17 - AMC - Quality Verification Tests and Acceptance and Test Criteria	The Propulsion System DO should ensure the accuracy and consistency of measurement, of all test facilities used for production testing to ensure consistency of Propulsion System performance.	No
5602(05)	[04]	Authorized	Regulation	5602(5) - Regulation - Common Pool Parts	The TAA shall approve the use of common pool parts.	No
5602(05)023	[04]	Authorized	AMC	5602(5).23 - AMC - Common Pool Parts	Where the use of common pool parts is approved, the TAA should define and promulgate the set acceptance criteria for the use of such parts in the Propulsion System Support Policy Statement[10] of the Air System Topic 2(N/A/R)1 publication. [10] Refer to ►RA 5407 – Support Policy Statement.◄	No
5602(05)024	[04]	Authorized	AMC	5602(5).24 - AMC - Common Pool Parts	The TAA should approve the Propulsion System Maintenance Organization to use the common pool parts.	No
5723	[07]	Authorized	RA	5723 - RA (6) - Ageing Air System Audit	A rigorous periodic audit is necessary to provide assurance that the Airworthiness risks associated with Ageing of a fleet's Air System are being managed appropriately. An Ageing Air System Audit (AAA) covers both Air System physical condition and wider assurance of continued applicability of Airworthiness procedures and management processes, providing a comprehensive review of the interrelated effects of Ageing on the fleet. The requirement for an AAA is supplementary to routine Integrity Management (IM). Definitions Relevant to this RA 1. Ageing. The degradation of the system (equipment, knowledge or information) potentially leading to an increased safety risk. 2. AAA initiation. The AAA is deemed to start at the point where the AAA initiation meeting is held with the organization responsible for conducting the independent aspects of the Audit. 3. AAA completion. The AAA is deemed to have been completed following the production of the final AAA Report, covering all Audits and detailing the closure plan for all resultant actions and recommendations.	Yes
5723(01)	[07]	Authorized	Regulation	5723(1) - Regulation - Ageing Air System Audit	All UK military registered Air System types shall be subjected to an AAA, to provide an overall indication of the condition of the fleet and to give confidence that the Integrity of the Air System is being sustained as the fleet ages and regulatory requirements evolve.	No

5723(01)004	[07]	Authorized	AMC	5723(1).4 - AMC - Programme	The Type Airworthiness Authority (TAA)1 should initiate [2] an AAA for each Air System type [3] under their control at an appropriate stage but no later than the earliest occurrence of the following: a. 15 years after a type's declared In-Service Date (ISD). b. The mid-point between the declared ISD and the initial planned Out of Service Date. c. Where any member of a fleet, acquired under short-duration arrangements (ie a service provision contract), exceeds 50% of its Air System-level certified life (in any parameter). d. In the case of the acquisition of a fleet which can already be regarded as Ageing, an AAA should be conducted before ISD. 1 Where the Air System is ►not UK MOD-owned, Type Airworthiness (TAw) management◄ regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model ►◄; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems. Dependant on the agreed ►delegation◄ of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA. [2] In initiating the AAA the TAA should consult with the Military Continuing Airworthiness Manager as manager of Continuing Airworthiness and the Operating Duty Holder as owner of the Air System Safety Case. [3] For RPAS refer to RA 1600 series – Remotely Piloted Air Systems	No
5723(01)005	[07]	Authorized	AMC	5723(1).5 - AMC - Programme	The TAA should initiate repeat audits at periodic intervals, no greater than 10 years from the previous initiation date.	No
5723(01)006	[07]	Authorized	AMC	5723(1).6 - AMC - Programme	The TAA should submit requests for recognition of comparable programmes as Alternative Acceptable Means of Compliance (AAMC) to the MAA at least 12 months prior to the audit becoming due.	No
5723(01)007	[07]	Authorized	AMC	5723(1).7 - AMC - Programme	The TAA should ensure that all audit activity is completed and a final AAA report, covering all Audits and detailing the closure plan for all resultant actions and recommendations, is issued within 2 years of the AAA initiation.	No
5723(01)008	[07]	Authorized	AMC	5723(1).8 - AMC - Scope	The AAA should cover the Airworthiness and IM of the Air System, giving particular consideration to Ageing. To achieve this, the TAA should: a. Specify the areas to be covered by the Audit. b. Identify the organizational boundaries of the Audit based on current issues. c. Assess the safety consequences of potential failure (of Aircraft structure, Systems, components etc). d. Analyze information from all available resources (supply chain constraints, IM systems, etc).	No
5723(01)009	[07]	Authorized	AMC	5723(1).9 - AMC - Scope	The TAA should clearly state which Air System areas or Systems, if any, are to be excluded from the AAA and the rationale for their exclusion.	No
5723(01)010	[07]	Authorized	AMC	5723(1).10 - AMC - Scope	The AAA should include a detailed, independent condition survey to assess the condition and Husbandry standards of representative Air Systems (and, where appropriate, sub-systems) from the fleet. The condition survey should be undertaken by an organization which is independent of those responsible for the condition and Husbandry of the Air System.	No
5723(01)011	[07]	Authorized	AMC	5723(1).11 - AMC - Scope	The AAA should include items managed by Commodity Delivery Teams (DT), where necessary. The Air System DT should take primacy in the Audit, seeking Commodity DT support as necessary.	No
5723(01)012	[07]	Authorized	AMC	5723(1).12 - AMC - Scope	The AAA should include an independent review of the continued applicability of Airworthiness procedures, management processes and interfaces between organizations providing aspects of the overall fleet delivery. This review should be undertaken by an organization which is independent of those responsible for providing these Airworthiness aspects.	No
5724	[07]	Authorized	RA Rationale	5724 - RA (5) - Life Extension Programme	Occasions may arise in which an Air System type is required to operate beyond its certified life. In such cases, Airworthiness risks may increase if the Air System Products, Parts and Appliances exceed the life parameters against which they were tested and approved. A Life Extension Programme (LEP) can identify, mitigate and ultimately underwrite these risks.	No
5724(01)	[07]	Authorized	Regulation	5724(1) - Regulation - Requirement for a Life Extension Programme	The requirement to extend the certified life of any UK military Air System type, in any parameter, shall be identified by the Type Airworthiness Authority (TAA) [1]. 1 Where the Air System is ►not UK MOD-owned, Type Airworthiness management◄ regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model ►◄; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems.	No
5724(01)001	[07]	Authorized	AMC	5724(1).1 - AMC - Requirement for a Life Extension Programme	The TAA should undertake a LEP when it is identified that the operation of an Air System type needs to be extended beyond its current certified life (in terms of calendar time, flying hours, Fatigue Index, landings or pressure cycles).	No
5724(01)002	[07]	Authorized	AMC	5724(1).2 - AMC - Requirement for a Life Extension Programme	Where the severity of In-Service usage is greater than that assumed in design, the implications upon service life should be assessed and any potential life extension requirement should be identified by the TAA.	No
5724(01)003	[07]	Authorized	AMC	5724(1).3 - AMC - Requirement for a Life Extension Programme	The potential requirement for a life extension should be considered by the TAA no later than 10 years before the original Out of Service Date and should be reviewed annually thereafter.	No
5724(01)004	[07]	Authorized	AMC	5724(1).4 - AMC - Requirement for a Life Extension Programme	When the requirement to extend the certified life of a UK military Air System type is confirmed, a LEP Certification and Assurance Strategy should be proposed by the TAA for agreement by the MAA.	No
5724(02)	[07]	Authorized	Regulation	5724(2) - Regulation - Development and Implementation of a Life Extension Programme	When required to extend the certified life of a UK military Air System type, in any parameter, the TAA shall develop and implement a LEP to underwrite the Airworthiness of the Air System type for its extended life.	No
5724(02)006	[07]	Authorized	AMC	5724(2).6 - AMC - LEP Scope	The TAA should determine the scope of the LEP using a risk-based approach: all structure, systems components and propulsion components whose failure could compromise Airworthiness should be identified and considered for inclusion within the LEP. The exclusion of any such components from the LEP should be identified and the rationale for their exclusion documented.	No

5724(02)007	[07]	Authorized	AMC	5724(2).7 - AMC - LEP Scope	The TAA should ensure that an analysis of all components to be included in the LEP is undertaken, using appropriate evidence and inputs from all relevant stakeholders (including the Delivery Team and relevant Design Organization(s) (DO), maintainers and operators), to categorise each as either: a. 'Non-extendable', where the life cannot be extended to meet the new requirement. A Component Replacement Plan should be developed to address all such components. b. 'Extendable', where the life can be extended without further work. Revised life limits, including any associated caveats such as Maintenance actions, should be determined and promulgated for all such components. c. 'Subject to LEP', where the life can potentially be extended subject to further LEP work. Revised life limits, including any associated caveats such as Maintenance actions, should be determined and promulgated for all such components.	No
5724(02)008	[07]	Authorized	AMC	5724(2).8 - AMC - Evidence Supporting a LEP	The additional evidence necessary to support life extension of the LEP components should be identified and documented. The LEP evidence requirements should include consideration of all safety-relevant failure modes or mechanisms and reference to design, qualification and In-Service information sources.	No
5724(02)009	[07]	Authorized	AMC	5724(2).9 - AMC - Evidence Supporting a LEP	The baseline LEP configuration standard (or standards for different marks, block releases or 'fleets-within-fleets') should be identified for all 'Subject to LEP' components.	No
5724(02)010	[07]	Authorized	AMC	5724(2).10 - AMC - Evidence Supporting a LEP	Validation should be undertaken of the modification status of the fleet against the LEP baseline standards.	No
5724(02)011	[07]	Authorized	AMC	5724(2).11 - AMC - Evidence Supporting a LEP	Validation should be undertaken of any Maintenance data used to make Airworthiness-related decisions within a LEP.	No
5724(02)012	[07]	Authorized	AMC	5724(2).12 - AMC - Evidence Supporting a LEP	Information gained from Operational Loads Monitoring (OLM) / Operational Data Recording (ODR) programmes should be considered within the LEP to ensure that significant structures, systems and propulsion loads and usage are adequately understood. Where there is no OLM / ODR capability within the fleet, initiation of an OLM / ODR programme should be considered as soon as possible to support the LEP.	No
5724(02)013	[07]	Authorized	AMC	5724(2).13 - AMC - Evidence Supporting a LEP	A Widespread Fatigue Damage (WFD) assessment should be undertaken to identify areas of the structure potentially susceptible to WFD and any remedial actions required to meet the proposed life extension.	No
5724(02)014	[07]	Authorized	AMC	5724(2).14 - AMC - Evidence Supporting a LEP	A Repair Assessment Programme should be undertaken to identify any structural repairs that require either additional fatigue substantiation or replacement to meet the proposed life extension.	No
5724(02)015	[07]	Authorized	AMC	5724(2).15 - AMC - Evidence Supporting a LEP	A condition survey of a representative sample of fleet-leader Air System should be used to inform life extension activities.	No
5724(02)016	[07]	Authorized	AMC	5724(2).16 - AMC - Evidence Supporting a LEP	The TAA should agree the DO's plans to meet the LEP evidence requirements. This evidence should be assembled, usually by the DO, as revised Certificates of Design (CoD) [3], together with any recommended caveats. The revised CoD should be reviewed and endorsed by the TAA. [3] Refer to RA 5301 – Certificates of Design.	No
5724(02)017	[07]	Authorized	AMC	5724(2).17 - AMC - Evidence Supporting a LEP	The TAA should compile a Type Airworthiness Safety Assessment Report (TASAR) [4] detailing the scope, assumptions and results of the LEP which should be evaluated by a Suitably Qualified and Experienced Person who is independent of the Delivery Team. The TAA should formally submit the TASAR to the Aviation Duty Holder / Accountable Manager (Military Flying) for incorporation within the Air System Safety Case. [4] Refer to ►RA 5012 – Type Airworthiness Safety Assessment.◄	No
572](02)018	[07]	Authorized	AMC	5724(2).18 - AMC - Evidence Supporting a LEP	A revised Release To Service / Military Permit To Fly (In Service) [5] (and, where applicable, Military Type Certificate) should be produced to reflect the revised life limits for the fleet. [5] Refer to RA 1305 – Military Permit to Fly (In-Service), (Special Case Flying) and (Single Task).	No
5725	[06]	Authorized	RA Rationale	5725 - RA (Issue 5) - Out of Service Date Extension Programme	Occasions may arise which require an Air System to operate beyond the agreed Out of Service Date (OSD). Risks to Airworthiness of the fleet may increase with potentially unforeseen results. An Out of Service Date Extension Programme (OSDEP) can identify, mitigate and ultimately underwrite these Risks.	No
5725(01)	[06]	Authorized	Regulation	5725(1) - Regulation - Development and Implementation of an Out of Service Date Extension Programme	5725(1) When required to extend the OSD of a UK military Air System, the Type Airworthiness Authority (TAA)[1] shall develop and implement an OSDEP to underwrite the Airworthiness of the Air System type for its extended service. 1 Where the Air System is ►not UK MOD-owned, Type Airworthiness (TAw) management◄ regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model ►◄; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed ►delegation◄ of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA	No
5725(01)001	[06]	Authorized	AMC	5725(1).1 - AMC - Development and Implementation of an Out of Service Date Extension Programme	1. An OSD should remain within the bounds of the certified Air System life. If a proposed OSD requires the extension of any applicable lifing parameter, then a Life Extension Programme (LEP) should be conducted[2]. Where doubt exists as to the certified Air System life, and consequently whether a LEP is applicable, then guidance should be sought from the MAA [2] Refer to RA 5724 – Life Extension Programme.	No
5725(01)002	[06]	Authorized	AMC	5725(1).2 - AMC - Development and Implementation of an Out of Service Date Extension Programme	2. The TAA should consider the potential requirement for an OSD extension as early as possible, and at least 12 months before the present OSD.	No

5725(01)003	[06]	Authorized	AMC	5725(1).3 - AMC - Development and Implementation of an Out of Service Date Extension Programme	3. The baseline configuration standard of the fleet subject to OSDEP (or build standards for different marks, block releases or 'fleets-within-fleets') should be identified and individual Air System status validated accordingly.	No
5725(01)004	[06]	Authorized	AMC	5725(1).4 - AMC - Development and Implementation of an Out of Service Date Extension Programme	4. The OSDEP should include a review of all Integrity Management activities to ensure they remain adequate to maintain the platform Airworthiness for the extension period.	No
5725(01)005	[06]	Authorized	AMC	5725(1).5 - AMC - Development and Implementation of an Out of Service Date Extension Programme	5. A review of the equipment contribution log should be conducted to assess the impact on operating Risk brought about by the OSD extension.	No
5725(01)006	[06]	Authorized	AMC	5725(1).6 - AMC - Development and Implementation of an Out of Service Date Extension Programme	6. The TAA should review the Type Airworthiness decisions paying particular attention to any Air Safety-related modifications or Design Changes not embodied due to utilization of a Cost Benefit Analysis rationale. Where appropriate, the TAA should initiate a review of any associated Aviation Duty Holders (ADH) or Accountable Manager (Military Flying) (AM(MF)) As Low as Reasonably Practicable (ALARP) decisions to ensure continued validity.	No
5725(01)007	[06]	Authorized	AMC	5725(1).7 - AMC - Development and Implementation of an Out of Service Date Extension Programme	7. The TAA should ensure that the Continuing Airworthiness decisions are reviewed by the Military Continuing Airworthiness Manager, specifically those timebound assumptions in order to confirm they remain valid for the extension period.	No
5725(01)008	[06]	Authorized	AMC	5725(1).8 - AMC - Development and Implementation of an Out of Service Date Extension Programme	8. The evidence required to support the OSD extension should: a. Be documented within a Type Airworthiness Safety Assessment Report (TASAR)[3]. b. Be evaluated by a Suitably Qualified and Experienced Person who is independent of the Delivery Team. c. Support a wider review of the Air System Safety Case (ASSC)[4]. [3] Refer to ►RA 5012 – Type Airworthiness Safety Assessment.◄ [4] Refer to RA 1205(2): Ownership of the Air System Safety Case. Air System Safety Cases require that a review be carried out when an OSD extension is planned.	No
5725(01)009	[06]	Authorized	AMC	5725(1).9 - AMC - Development and Implementation of an Out of Service Date Extension Programme	9. A review of the Release To Service (RTS) or Military Permit to Fly (MPTF) (In Service) or MPTF (Special Case Flying) should be conducted in light of any relevant recommendations from the OSD extension TASAR.	No
5726	[06]	Authorized	RA Rationale	5726 - RA (Issue 5) – Integrity Management	The technical and organizational uncertainties associated with military aviation contribute to a complex range of Hazards that may compromise Air System Integrity. A comprehensive, through-life, Integrity Management (IM) approach enables these potential Airworthiness threats to be managed. Whilst support from various stakeholders is needed for effective IM, the overall responsibility is assigned to the Type Airworthiness Authority (TAA)[1]. This RA details these TAA IM responsibilities and will be read in conjunction with the Manual of Air System Integrity Management (MASIM)[2]. 1 Where the Air System is ►not UK MOD-owned, Type Airworthiness (TAw) management◄ regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model ►◄; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA. Refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems [2] Refer to the Manual of Air System Integrity Management (MASIM).	No
5726(00)001	[06]	Authorized	Definitions	Definitions Relevant to this RA	1. Integrity. The ability of an Air System to retain its design intended properties and function throughout its service life when maintained and operated in accordance with (iaw) the Air System Document Set (ADS).	No
5726(00)002	[06]	Authorized	Definitions	Definitions Relevant to this RA	2. Integrity Baseline. The artefacts that define the Design Organization's (DO) contribution to the ADS for an Integrity discipline. In a Claim-Argument-Evidence approach, the Integrity Baseline (the 'Claim') is underpinned by Integrity Assertions (the 'Argument') of the Integrity Evidence (the 'Evidence'). Integrity Baselines are established prior to entry of the Air System to service and are updated through-life.	No
5726(00)003	[06]	Authorized	Definitions	Definitions Relevant to this RA	3. Integrity Assertions. Declarations made in the Integrity Baseline that a feature of the design has integrity. The Integrity Assertions within the Integrity Baseline (the 'Claim) are the outcome of an assessment (the 'Argument') of the Integrity Evidence (the 'Evidence').	No
5726(00)004	[06]	Authorized	Definitions	Definitions Relevant to this RA	4. Integrity Evidence. The design and Certification products that underpin the Integrity assertions stated explicitly / implicitly in the Integrity baseline. In the first instance Integrity evidence is produced to support the Air System entering service and may be based upon design assumptions and / or service operating intent. When inservice, the Integrity evidence is continuously updated according to analysis of Service Data. It is captured in an Integrity Evidence record.	No
5726(00)005	[06]	Authorized	Definitions	Definitions Relevant to this RA	5. Service Data. The information relating to the usage, condition, failures or loads experienced by an Air System that, when collected and analysed, needs to be tested against the Integrity Evidence to support the Integrity Baseline.	No
5726(00)006	[06]	Authorized	Definitions	Definitions Relevant to this RA	6. IM Systems. The IM programmes, tools and processes, established by the TAA, that are necessary to assure the Integrity of the Air System. These Systems capture and assess Service Data to better understand the usage of the Air System, the failures of systems, and / or the loads that it experiences. Programmes are established to better understand the condition of the Air System.	No

5726(00)007	[06]	Authorized	Definitions	Definitions Relevant to this RA	7. Independent Airworthiness Advisor (IAA). An IAA is a competent individual, independent of the DO, who provides independent Air System technical advice to the TAA[3]. To be considered a Suitably Qualified and Experienced Person (SQEP), they will be a Chartered Engineer, have a first degree in an engineering discipline and a minimum of 5 years' experience in Air System design, Safety assessment, IM or Maintenance; relevant to both the Air System type and the specialization for which advice will be given. [3] The IAA is not to be confused with the Independent Technical Evaluator or Independent Safety Auditor.	No
5726(01)	[06]	Authorized	Regulation	5726(1) - Regulation - Integrity Management	5726(1) The TAA shall be responsible for IM, for all Air System types within their Area of Responsibility, to maintain Integrity.	No
5726(01)008	[06]	Authorized	AMC	5726(1).8 - AMC - Integrity Management	8. As a key enabler of the Air System Safety Case[4], the TAA should ensure an IM programme is in place prior to the Air System In-Service Date (ISD) and is maintained throughout the life of the Air System. [4] Refer to RA 1205 – Air System Safety Cases.	No
5726(01)009	[06]	Authorized	AMC	5726(1).9 - AMC - Integrity Management	9. The Establish-Sustain-Validate-Recover-Exploit (ESVRE) management framework should be used to confirm the Integrity Assertions to provide confidence in the Integrity Baseline and counter threats to Integrity identified by evolving Integrity Evidence.	No
5726(01)010	[06]	Authorized	AMC	5726(1).10 - AMC - Integrity Management	10. The TAA should consider the most effective and efficient strategy for managing IM activities. As a minimum, consideration should be given to the need for separate activities for the three most commonly used Integrity disciplines (Structural, Systems and Propulsion), including Integrity Working Groups (IWG). The overall approach should be recorded in the Air System Integrity Strategy Document (AISD).	Yes
5726(01)011	[06]	Authorized	AMC	5726(1).11 - AMC - Integrity Management	11. Where threats to Integrity are identified, they should be managed►◄, and continually reviewed in response to In-Service developments and Service Data.	Yes
5726(01)012	[06]	Authorized	AMC	5726(1).12 - AMC - Integrity Management	12. All those with responsibilities which impact on, or which contribute to Integrity should identify to the TAA at the earliest opportunity any decision, activity or change in circumstances that has the potential to pose a threat to Integrity.	Yes
5726(01)013	[06]	Authorized	AMC	5726(1).13 - AMC - Integrity Management	13. Delivery Team (DT) personnel with specific Integrity responsibilities should be identified by the TAA and attend the appropriate Integrity course[5]. [5] For further training details see RA 1440 – Air Safety Training.	No
5726(01)014	[06]	Authorized	AMC	5726(1).14 - AMC - Integrity Management	14. IM for Remotely Piloted Air Systems should be iaw RA 1600(2)[6]. [6] Refer to RA 1600(2): Remotely Piloted Air System Regulatory Requirements.	No
5726(02)	[06]	Authorized	Regulation	5726(2) - Regulation - Establishing Integrity Management	5726(2) The TAA shall establish IM to demonstrate that the Air System is airworthy to operate through all conditions detailed in the Release To Service (RTS), Military Permit To Fly (MPTF) (In-Service) or MPTF (Special Case Flying) and reflect the usage set out in the Statement of Operating Intent (SOI).	No
5726(02)016	[06]	Authorized	AMC	5726(2).16 - AMC - Establishing Integrity Management	16. The TAA should establish an IM Strategy that is: a. Communicated to stakeholders through the AISD prior to Full Business Case approval of the project. b. Managed through an IM Plan (IMP) initiated prior to ISD. c. Implemented through a 6-monthly IWG initiated prior to the ISD. d. Implemented with defined boundaries and interfaces between various IM disciplines. e. Implemented with defined mechanisms for reporting on the status of Integrity of the Air System within Defence Equipment & Support (DE&S) and to the Aviation Duty Holder (ADH) / Accountable Manager (Military Flying) (AM(MF)).	No
5726(02)017	[06]	Authorized	AMC	5726(2).17 - AMC - Establishing Integrity Management	17. The AISD should be owned by the TAA and endorsed on first release and following any significant amendment.	No
5726(02)018	[06]	Authorized	AMC	5726(2).18 - AMC - Establishing Integrity Management	18. The IWG should be chaired by the TAA or a holder of a delegated Letter of Airworthiness Authority (LoAA) that refers specifically to the role of IWG Chair, who is at least OF4 (or equivalent).	No
5726(02)019	[06]	Authorized	AMC	5726(2).19 - AMC - Establishing Integrity Management	19. The IWG Chair should ensure that the IWG comprises a quorum of SQEP stakeholders (identified below), and additional stakeholders as necessary. a. DO / Coordinating DO. b. DT member(s) responsible for IM. c. Service provider / Support contractor (if applicable). d. Continuing Airworthiness Management Organization (CAMO) member responsible for IM. e. Civil Aviation Authority for military registered Aircraft subject to civil oversight[7]. f. DT Safety Manager. g. IAA. (1) An Independent Structural Airworthiness Advisor (ISAA) should attend IWGs discussing SI matters. (2) IAAs for other disciplines should be considered where the TAA requires that SQEP (ie Propulsion, Systems, software etc)[8]. h. Release To Service Authority (RTSA) or Sponsor representative. i. MAA should be invited but will attend on a Risk-based basis although the MAA should not form part of the quorate SQEP stakeholders list . [7] Refer to RA 1165 – ►UK◄ Civil Aviation Authority Oversight of ►UK◄ Military Registered Air Systems.. [8] An experienced ISAA is regarded as SQEP in pan-discipline IM matters from a regulatory compliance perspective, but an IAA in the required field should address specific issues in disciplines other than structures.	Yes
5726(02)020	[06]	Authorized	AMC	5726(2).20- AMC - Establishing Integrity Management	20. The TAA should identify the Integrity Baseline, including the underpinning Integrity Evidence and Integrity Assertions.	No

5726(02)021	[06]	Authorized	AMC	5726(2).21- AMC - Establishing Integrity Management	21. The SOI (AP101X-XXXX-15S or equivalent) should be owned and authorized by the ADH or AM(MF) and should include requirements for all relevant disciplines, to be published in the ADS no later than the issue of the Type Certification Basis[9] . The TAA and ADH or AM(MF) should ensure that an SOI for all new Air System types and significant Marks, is developed in consultation with, and formally conveyed to, the Air System DO. In turn, the Air System DO should communicate this information to the Type Certified Product DOs (ie Propulsion System DO). [9] Refer to RA 5810 – Military Type Certificate (MRP Part 21 Subpart B).	No
5726(02)022	[06]	Authorized	AMC	5726(2).22- AMC - Establishing Integrity Management	22. Where an Air System is operated, or intended to be operated, by multiple ►Operating Duty Holders (ODH) / AM(MF)◄, the SOI should be owned and authorized by the lead end-user ADH or AM(MF) and should encompass the full scope of activities to be conducted by all ►ODH/AM(MF).◄	No
5726(02)023	[06]	Authorized	AMC	5726(2).23- AMC - Establishing Integrity Management	23. The TAA should ensure that all critical or significant items[2], eg Structural Significant Items or Functionally Significant Items, have appropriate associated Maintenance activities derived by suitable methodology, in consultation with the DO, as part of the Integrity Baseline.	No
5726(02)024	[06]	Authorized	AMC	5726(2).24- AMC - Establishing Integrity Management	24. The TAA should authorize the component lives (Critical and Non-Critical) and, where applicable exchange rates identified by the DO, and promulgate these in AP101X-XXXX-5A1 or equivalent Maintenance schedule.	No
5726(02)025	[06]	Authorized	AMC	5726(2).25- AMC - Establishing Integrity Management	25. The TAA should ensure that Commodity Delivery Team Chief Engineers (DT CE) establish the lifing details and Continuing Airworthiness requirements of components for which they are responsible and present their Integrity Evidence and Integrity Assertions to the TAA for final authorization.	Yes
5726(02)026	[06]	Authorized	AMC	5726(2).26- AMC - Establishing Integrity Management	26. The TAA, in consultation with the DO, should identify any IM Systems requirements necessary to assure the Integrity of the Air System.	No
5726(02)027	[06]	Authorized	AMC	5726(2).27- AMC - Establishing Integrity Management	27. The TAA should establish: a. Health monitoring and usage monitoring systems and ensure that thresholds for acceptable capture rate of usage data are defined, to enable inspection and replacement of components to be scheduled with adequate confidence. b. A system to capture usage against sortie profiles throughout the life of the Air System and a means to quantify unmonitored sorties. c. An approach to validate the usage data through engagement with the DO during the design and introduction to service of the Air System. d. In consultation with the DO, an exceedance monitoring system in order to capture events that may be a threat to the Integrity of the Air System. e. An Air System Fault Reporting, Analysis and Corrective Action System. f. A Configuration Status Record (CSR)[10] for the Air System. The CSR should detail the Configuration of each Air System Type Design and its components in sufficient detail to maintain Configuration Control (CC) and to support Integrity decisions. [10] Refer to RA 5301 – Air System Configuration Management.	Yes
5726(02)028	[06]	Authorized	AMC	5726(2).28- AMC - Establishing Integrity Management	28. The TAA should ensure that IM programmes, or the capability to conduct them, are in place in order to understand the condition of the Air System In-Service. The nature of these programmes of activity are likely to be particular to an Integrity discipline.	Yes
5726(02)029	[06]	Authorized	AMC	5726(2).29- AMC - Establishing Integrity Management	29. The TAA should agree with the CAMO and DO stakeholder, access to, and the means of providing, Service Data from the Forward and Depth domains.	Yes
5726(02)030	[06]	Authorized	AMC	5726(2).30- AMC - Establishing Integrity Management	30. The TAA should define limits for investigation / urgent action on any data loss from monitoring systems and implement a process to monitor and react. Limits may differ depending on the complexity, reliability and criticality of the monitoring system.	No
5726(02)031	[06]	Authorized	AMC	5726(2).31- AMC - Establishing Integrity Management	31. The TAA should ensure that an Environmental Damage (ED) Prevention and Control (EDPC) programme, including measures to manage the risk to Airworthiness arising from ED, is established in cooperation with the DO.	Yes
5726(02)032	[06]	Authorized	AMC	5726(2).32- AMC - Establishing Integrity Management	32. The TAA should ensure IM is supported by an Examination Programme (EP), established prior to the ISD, which should include: a. Classification of significant items as either At Risk (AR) or Not at Risk (NAR) from Accidental Damage (AD) or ED. b. Scheduled examinations based on this classification, and examination and retirement of components according to their fatigue clearances or component lives. c. A Sampling Programme (SP), for components not normally inspected during scheduled examinations, which includes any requirements for teardown[11] to inform the Maintenance schedule. d. An inspection of all critical or significant items, iaw the Preventive Maintenance and EP / SP programmes, before the fleet leader reaches 80% of its original design life (or revised life, if less). [11] Refer to Military Aircraft Structures Airworthiness Advisory Group (MASAAG) Paper 105 Guidance and Best Practice for Teardown Inspections.	Yes
5726(02)033	[06]	Authorized	AMC	5726(2).33- AMC - Establishing Integrity Management	33. The TAA or Commodity DT Leader (DTL) should ensure appropriate arrangements are in place for the SP with the DO. The DO should: a. Notify the TAA or Commodity DT CE of the date, time and location scheduled for the tests and / or strip examination of SP materiel subject to fault action. b. Submit a report to the TAA or Commodity DTL, covering the following points: (1) The deterioration in performance and / or the degree of wear which has occurred. (2) The recommended future service life for this type of item and whether further sampling is required. (3) Those features of design which limit life extension and whether modification action is feasible and economic.	Yes
5726(02)034	[06]	Authorized	AMC	5726(2).34- AMC - Establishing Integrity Management	34. The TAA should ensure, where appropriate, that experience and data from other operators of the same Air System type, or Air Systems in similar roles, is used to inform the IM of their Air System.	No

5726(03)	[06]	Authorized	Regulation	5726(3) - Regulation - Sustaining Integrity Management	5726(3) The TAA shall ensure that IM is sustained, and In-Service Data used, to continuously monitor and counter threats to Integrity.	No
5726(03)036	[06]	Authorized	AMC	5726(3).36 - AMC - Sustaining Integrity Management	36. The TAA should review and monitor outputs from the IM Systems and report key issues to the IWG.	Yes
5726(03)037	[06]	Authorized	AMC	5726(3).37 - AMC - Sustaining Integrity Management	37. The AISD and the IMP should be reviewed by all stakeholders prior to every IWG and both should be ratified by the quorate members of the IWG. (AISD = Air System Integrity Strategy Document, IMP = Integrity Management Plan)	Yes
5726(03)038	[06]	Authorized	AMC	5726(3).38 - AMC - Sustaining Integrity Management	38. The TAA should identify any unmitigated or unquantified Airworthiness Risks, associated with IM which have been accepted by the relevant IWG, and raise them to the Platform Safety and Environment Panel and / or the Air System Safety Working Group.	Yes
5726(03)039	[06]	Authorized	AMC	5726(3).39 - AMC - Sustaining Integrity Management	39. All changes to component lives, Maintenance thresholds or intervals should be: a. Supported by a Risk assessment. b. Conveyed to the IWG and reviewed periodically. c. Considered within the Type Airworthiness Safety Assessment. d. Authorized by personnel with the appropriate delegated authority supported by independent assessment as required.	Yes
5726(03)040	[06]	Authorized	AMC	5726(3).40 - AMC - Sustaining Integrity Management	40. Stakeholders should report any significant changes in usage or operation to the IWG.	Yes
5726(03)041	[06]	Authorized	AMC	5726(3).41 - AMC - Sustaining Integrity Management	41. The TAA should: a. Ensure that IM systems created in the Establishing phase are implemented correctly and periodically reviewed, with significant findings, including data loss, unmonitored sorties and CC issues, reported to the IWG. b. Maintain IM systems in an effective condition in order to maximize the capture, use and monitoring of Service Data by the CAMO, the DT and the IWG, respectively. c. Ensure that lost usage data is restored if possible; if not, a technical assessment of the loss should be carried out. The TAA / TAM should ensure that procedures, or appropriate fill-in rates for lost usage data, are in place and applied as required. d. Ensure that the Air System technical log[12] reflects the 'as flown' configuration is maintained for the life of the Air System and is populated with all relevant arisings that have the potential to impact Integrity. e. Ensure that any IM Programmes created in the Establishing phase are implemented correctly and periodically reviewed, and a summary of the results reported to each IWG. [12] Air System technical log includes MF700 (or Air System equivalent) / Airworthiness Information Management.	Yes
5726(04)	[06]	Authorized	Regulation	5726(4) - Regulation - Validating Integrity	5726(4) The TAA shall ensure that Integrity Evidence, Assertions and Baseline are periodically validated.	No
5726(04)043	[06]	Authorized	AMC	5726(4).43 - AMC - Validating Integrity	43. The TAA should use the IWG to validate the Integrity Baseline against the most up to date Service Data and analysis available.	No
5726(04)044	[06]	Authorized	AMC	5726(4).44 - AMC - Validating Integrity	44. The TAA should ►ensure that◄ the validity of the Integrity Baseline ►is confirmed◄ at the completion of the IWG.	No
5726(04)045	[06]	Authorized	AMC	5726(4).45 - AMC - Validating Integrity	45. The Integrity Evidence and Baseline should be reviewed and updated, with the support of the DO, in response to findings occasioned by validating activities.	No
5726(04)046	[06]	Authorized	AMC	5726(4).46 - AMC - Validating Integrity	46. The TAA should ensure that cleared life is reviewed in response to changes to fleet planning assumptions.	No
5726(04)047	[06]	Authorized	AMC	5726(4).47 - AMC - Validating Integrity	47. The TAA should ensure that component lifing, recording processes and metrics, are periodically reviewed.	No
5726(04)048	[06]	Authorized	AMC	5726(4).48 - AMC - Validating Integrity	48. The TAA should ensure that the Maintenance schedule[13] is reviewed at least every 5 years. [13] Refer to RA 5320 – Air System Maintenance Schedule – Design and Validation.	No
5726(04)049	[06]	Authorized	AMC	5726(4).49 - AMC - Validating Integrity	49. The TAA, with the assistance of the Military Continuing Airworthiness Manager and DO, should review and validate Maintenance processes.	No
5726(04)050	[06]	Authorized	AMC	5726(4).50 - AMC - Validating Integrity	50. The TAA should support the ADH or AM(MF) to ensure that the first usage data validation (conversion of the SOI into an SOI and Usage (SOIU)), which forms the baseline for comparison against future validation data, is undertaken once usage is considered to be stable or no later than 3 years after ISD. The ADH or AM(MF) should authorize the amendment to each issue of SOIU.	No
5726[06](04)051	[06]	Authorized	AMC	5726(4).51 - AMC - Validating Integrity	51. The TAA should support the ADH or AM(MF) review of the SOI / SOIU and make the results available to the IWG. These reviews should be undertaken by the ADH or AM(MF) as follows: a. A basic annual review by the appropriate ADH or AM(MF), to confirm that the SOI or SOIU (as appropriate) remains an accurate record. b. A detailed qualitative and quantitative triennial review is conducted using aircrew interviews, data obtained via the Aircraft log, on-board systems and / or instrumented flights to confirm future intent and validate usage against the Design Usage Spectrum assumptions. c. Establishing the 'so what' to anticipated changes. d. The review confirms that the expected and validated usage is within the RTS, MPTF (In-Service) or MPTF (Special Case Flying) limits.	No

5726(04)052	[06]	Authorized	AMC	5726(4).52 - AMC - Validating Integrity	52. Following SOIU reviews: a. The TAA should task DO support to determine the effect of any SOI / SOIU changes on the Integrity Baseline and their recommended operating limitations and Maintenance instructions. b. The TAA should retain an audit trail of all changes made to any of their TAw limitations, instructions or arrangements as a result of the SOI / SOIU review iaw current regulations[14]. c. The ADH or AM(MF) should make aircrew familiar with the changes that have been made to Sortie Profile Codes (SPC) within the SOIU and the need for both accurate recording and efficacy of reporting of any changes in usage. [14] Refer to RA 1225 – Air Safety Documentation Audit Trail.	No
5726(04)053	[06]	Authorized	AMC	5726(4).53 - AMC - Validating Integrity	53. The ADH or AM(MF) should ensure that the SOI / SOIU (AP101X-XXXX15S or equivalent) is updated in the ADS.	No
5726(04)054	[06]	Authorized	AMC	5726(4).54 - AMC - Validating Integrity	54. The TAA should ensure that results from the EP (including scheduled examinations, and where necessary, the SP and teardown[11] and forensic examination) are collated, reviewed and subjected to trend analysis to inform Maintenance Schedule Reviews, update the IWG on the efficacy of the EP and permit the DO to update lifing predictions.	No
5726(04)055	[06]	Authorized	AMC	5726(4).55 - AMC - Validating Integrity	55. The TAA should verify the ability of a system or component to: retain its function within defined limits, function without undue frequency of failure and function without adverse effect on other systems or components.	No
5726(04)056	[06]	Authorized	AMC	5726(4).56 - AMC - Validating Integrity	56. The TAA should ensure that where a Safety-critical system relies upon measurement of a parameter (such as temperature or pressure) this system should have an appropriate calibration policy and procedure defined in the ADS.	No
5726(04)057	[06]	Authorized	AMC	5726(4).57 - AMC - Validating Integrity	A programme for usage validation should be conducted through engagement with the DO, by means of a Structural Health Monitoring ►System (SHMS)◄, Health and Usage Monitoring System (HUMS), Operational Loads Measurement (OLM) /Operational Data Recording (ODR) or other usage monitoring Systems, on a representative sample of In-Service Air Systems.	No
5726(04)058	[06]	Authorized	AMC	5726(4).58 - AMC - Validating Integrity	58. The TAA should ensure the timing of usage validation programmes is being determined by its aims. The requirement to carry out the validation should be reviewed at least every 6 years by the TAA (concurrently with a triennial SOIU review) with the decision and rationale supported by evidence and documented in the AISD.	No
5726(04)059	[06]	Authorized	AMC	5726(4).59 - AMC - Validating Integrity	59. The usage validation programme should be considered following any Major Change in usage or rate of life consumption or in conjunction with any plans for a Major Type Design change, significant change in usage or life extension, ie where revalidation of significant parameters is necessary, decisions on usage data validation requirements should be documented in the AISD.	No
5726(04)060	[06]	Authorized	AMC	5726(4).60 - AMC - Validating Integrity	60. The TAA should initiate an Ageing Air System Audit[15]. [15] Refer to RA 5723 - Ageing Air System Audit.	No
5726(05)	[06]	Authorized	Regulation	5726(5) - Regulation - Recovering Integrity	The TAA shall ensure that any loss or potential compromise of Integrity is recovered.	No
5726(05)062	[06]	Authorized	AMC	5726(5).62 - AMC - Recovering Integrity	62. The TAA should treat a loss or potential compromise of Integrity as an Airworthiness Issue and act to recover Integrity.	No
5726(05)063	[06]	Authorized	AMC	5726(5).63 - AMC - Recovering Integrity	63. Any recommendations at an IWG to amend inspection intervals should be ratified by the LoAA holder prior to incorporation in the Maintenance schedule.	No
5726(05)064	[06]	Authorized	AMC	5726(5).64 - AMC - Recovering Integrity	64. The TAA should ensure the established IM Systems are implemented where the Integrity Evidence and Assertions no longer supports the Integrity Baseline.	No
5726(05)065	[06]	Authorized	AMC	5726(5).65 - AMC - Recovering Integrity	65. The TAA should ensure that the need for measures to conserve life is considered where life may be insufficient to reach the planned Out of Service Date.	No
5726(05)066	[06]	Authorized	AMC	5726(5).66 - AMC - Recovering Integrity	66. The TAA should consider the need for modification, refurbishment or component replacement to mitigate fatigue damage in order to meet fleet planning objectives.	No
5726(05)067	[06]	Authorized	AMC	5726(5).67 - AMC - Recovering Integrity	67. The TAA should ensure that repairs are: a. Developed by an approved DO. b. Assessed against the appropriate design standard, with lifing and inspection requirements clearly established, and consideration given to the effect of adjacent and / or previous repairs. c. Recorded in the Air System technical log.	No
5726(05)068	[06]	Authorized	AMC	5726(5).68 - AMC - Recovering Integrity	68. Remedial action should be taken, and the IWG notified, if significant deviation in individual Air System weight and balance is identified by the CAMO.	No
5726(06)	[06]	Authorized	Regulation	5726(6) - Regulation - Exploiting	5726(6) The TAA shall ensure that Integrity is exploited to make best use of the inherent capabilities of the Air System.	No
5726(06)070	[06]	Authorized	AMC	5726(6).70 - AMC - Exploiting Integrity	70. The TAA should ensure activities are put in place to record, report and, if required, act where the Service Data and analysis suggests there may be an opportunity to relax requirements within the Integrity Baseline without introducing new threats to Integrity.	No
572(06)071	[06]	Authorized	AMC	5726(6).71 - AMC - Exploiting Integrity	71. Any recommendations at an IWG to relax requirements within the Integrity Baseline should be ratified by the LoAA holder prior to incorporation in the Maintenance schedule.	No

5805	[05]	Authorized	RA Rationale	5805 - RA (Issue 5) - Airworthiness Directives and Service Bulletins (MRP Part 21 Subpart A)	Unsafe conditions on civil Air Systems are promulgated to the user via Airworthiness Directives (AD) and Service Bulletins (SB). Failure to take appropriate action in response to an AD or SB may impact the Airworthiness of the Air System. Type Airworthiness Authorities (TAA) [1] for civil derived [2] Air Systems need to ensure such ADs and SBs are reviewed and appropriate action is taken as required to maintain the Airworthiness of the Air System. 1 Where the Air System is ►not UK MOD-owned, Type Airworthiness (TAw) management◄ regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model ►◄ ; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA, noting that a TAM may not approve Special Instruction (Technical) (SI(T))s. [2] Refer to RA 5810 – Military Type Certificate (MRP Part 21 Subpart B) – Where the Military Type Certificate is based on a Type Certificate issued by civil regulator (such as the European Union Aviation Safety Agency (EASA)).	Yes
5805(01)	[05]	Authorized	Regulation	5805(1) - Regulation - Airworthiness Directives and Service Bulletins (MRP Part 21.A.3B)	Following the issue of an AD or a SB for an unsafe condition on a civil derived Air System the TAA shall review the relevance and take appropriate action►[3]◄. [3] ►Refer to RA 1165 – UK Civil Aviation Authority Oversight of UK Military Registered Air Systems.◄	Yes
5805(01)001	[05]	Authorized	AMC	5805(1).1 - AMC - Airworthiness Directives and Service Bulletins (MRP Part 21.A.3B)	1. When an AD or SB has been received by the TAA to correct an unsafe condition or to order an inspection, they should decide the appropriate corrective action and / or required inspections to be carried out within the timescale detailed in the AD or SB [4]. [4] law Para 3e of RA 5815 – Instructions for Sustaining Type Airworthiness – Military Design Organizations (DO) can determine how they issue Instructions for Sustaining Type Airworthiness and this can include ADs / SBs. This RA is specifically for civil-derived Air Systems where the Civil Aviation Authority / Federal Aviation Administration (FAA) issue an AD / SB that needs to be considered for applicability to the Air System.	No
5805(01)002	[05]	Authorized	AMC	5805(1).2 - AMC - Airworthiness Directives and Service Bulletins (MRP Part 21.A.3B)	2. If the TAA defers or rejects an AD or SB, that is applicable to the operated Air System, they should seek approval from the relevant Defence Equipment and Support (DE&S) Operating Centre Director [5] or Sponsor [6] and should ensure that the appropriate Aviation Duty Holder / Accountable Manager (Military Flying) is aware so that any impact on Risk to Life can be considered. [5] Refer to RA 1013 – Air Systems Operating Centre Director – Provision of Airworthy and Safe Systems. [6] Refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems.	No
5810[07]	[08]	Authorized	RA Rationale	5810 - RA (Issue 7) - Military Type Certificate (MRP Part 21 Subpart B)	It is necessary to demonstrate that an Air System's Type Design meets appropriate safety requirements. A systematic, independent Airworthiness Certification process is required for new UK military registered Air Systems. The award of a Military Type Certificate (MTC) demonstrates that the military Air System Type Design has been shown to meet appropriate Airworthiness Requirements through satisfactory completion of the Military Air Systems Certification Process (MACP).	No
5810[(01)	[08]	Authorized	Regulation	5810(1) - Regulation - Certification of UK Military Registered Air Systems (MRP Part 21.A.11)	5810(1) The Type Airworthiness Authority (TAA)[1] shall ensure that new UK military Air Systems, intended to be operated on the UK Military Aircraft Register (MAR), are certified prior to their Release To Service (RTS) [2], [3]. 1 Where the Air System is ►not UK MOD-owned, Type Airworthiness (TAw) management◄ regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model ►◄ ; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA. [2] Where RTS is used in this RA, this also includes Military Permit To Fly (MPTF) (In-Service) and MPTF (Special Case Flying), both analogous to the RTS, as detailed at RA 1305 – Military Permit to Fly (MPTF) (In-Service), (Special Case Flying) and (Single Task). [3] Refer to RA 1300 – Release To Service.	No
5810](01)001	[08]	Authorized	AMC	5810(1).1 - AMC - Certification of UK Military Registered Air Systems (MRP Part 21.A.11)	1. The TAA should set out the approach to Certification in their Certification Strategy or a Certification section within their Air System Airworthiness Strategy[4]. [4] Refer to ►RA 5010 – Type Airworthiness Strategy.◄	No
5810(01)002	[08]	Authorized	AMC	5810(1).2 - AMC - Certification of UK Military Registered Air Systems (MRP Part 21.A.11)	2. The TAA responsible for the introduction of new UK military Air Systems, except for Remotely Piloted Air Systems (RPAS) Category exemptions detailed in the RA 1600 series[5], should ensure that they are certified in accordance with (iaw) the MACP, comprising the following 6 phases: a. Phase 1 – identify the requirement for, and obtain, organizational approvals. b. Phase 2 – establish and agree the Type Certification Basis (TCB). c. Phase 3 – agree the Certification Programme (CP). d. Phase 4 – demonstrate compliance with the TCB. e. Phase 5 – MAA review of Certification evidence. f. Phase 6 – post Certification activities. [5] Refer to RA 1600 series: Remotely Piloted Air Systems.	No
5810(01)003	[08]	Authorized	AMC	5810(1).3 - AMC - Certification of UK Military Registered Air Systems (MRP Part 21.A.11)	3. The TAA should use the output of the MAA Type Certification Report (TCR) (delivered at Phase 5) in response to the Type Certification Exposition (TCE) (submitted at Phase 4), in framing their initial RTS Recommendation (RTSR)[6]. [6] Refer to RA 1360 – Release To Service Recommendations Preparation and Authorization. Where RTS Recommendation (RTSR) is used in this RA, this also includes MPTF (In-Service) Recommendations.	No

5810(01)004	[08]	Authorized	AMC	5810(1).4 - AMC - Certification of UK Military Registered Air Systems (MRP Part 21.A.11)	4. A MTC should not be issued until the Air System is brought Under Ministry Control (UMC)[7]. [7] Refer to RA 5301 – Air System Configuration Management.	No
5810(01)005	[08]	Authorized	AMC	5810(1).5 - AMC - Certification of UK Military Registered Air Systems (MRP Part 21.A.11)	5. Where a TAA proposes to request credit for Certification activities undertaken by another Airworthiness Regulator, the TAA should complete a structured 2-part review process.	No
5810(01)006	[08]	Authorized	AMC	5810(1).6 - AMC - Certification of UK Military Registered Air Systems (MRP Part 21.A.11)	6. Delivery Team personnel supporting the TAA with Certification responsibilities should be identified by the TAA and attend the appropriate Certification course[8]. [8] As determined by the TAA.	No
5810(02)	[08]	Authorized	Regulation	5810(2) - Regulation - Demonstration of Capability (MRP Part 21.A.14)	5810(2)The TAA shall ensure that prior to any application for a MTC, the organization responsible for the design of the Air System ►and producing the associated certification evidence◄ can demonstrate its capability by holding an appropriate Design Organization (DO) approval or is in the process of applying for such an approval.	No
5810(02)011	[08]	Authorized	AMC	5810(2).11 - AMC - Demonstration of Capability (MRP Part 21.A.14)	11. The DO should hold an approval from the MAA under the Design Approved Organization Scheme (DAOS) or an acceptable alternative covering the relevant scope of activities issued by the MAA[13]. [13] Refer to RA 5850 – Military Design Approved Organization (MRP Part 21 Subpart J).	No
5810(03)	[08]	Authorized	Regulation	5810(3) - Regulation - Application (MRP Part 21.A.15)	5810(3) An application for a MTC shall be made by the TAA using MAA Form 30.	No
5810(03)013	[08]	Authorized	AMC	5810(3).13 - AMC - Application (MRP Part 21.A.15)	13. The MAA Form 30 submission should include: a. Preliminary descriptive data of the Air System, the intended use of the Air System, and the kind of operations for which Certification is requested. b. ►Details of the Type Design aspects that are considered to be novel technology and for which existing Certification Specifications do not provide adequate standards. c. The intended standards which will demonstrate compliance against Programmable Elements (PE) and / or Cyber Security for Airworthiness (CSA) requirements.◄	No
5810[08](03)014	[08]	Authorized	AMC	5810(3).14 - AMC - Application (MRP Part 21.A.15)	14. Where Operational Suitability Data (OSD) is available for the Air System, the application for a MTC or changes in Type Design should include, or be supplemented after the initial application by, an assessment of the implications on the OSD resulting from military operation.	No
5810(03)015	[08]	Authorized	AMC	5810(3).15 - AMC - Application (MRP Part 21.A.15)	15. An application for a change in Type Design should be made under RA 5820[14]. [14] Refer to RA 5820 – Changes in Type Design (MRP Part 21 Subpart D).	No
5810(04)	[08]	Authorized	Regulation	5810(4) - Regulation - Type Certification Basis (MRP Part 21.A.15)	5810(4) The OCD or TAA shall propose the TCB consisting of applicable Airworthiness Requirements and Military Certification Review Items (MCRIs) (to include special conditions and proposed ELoS), as well as proposed ‘elect to comply’ and deviations, as applicable.	No
5810(04)019	[08]	Authorized	AMC	5810(4).19 - AMC - Type Certification Basis (MRP Part 21.A.15)	19. Defence Standard (Def Stan) 00-970[15] series should be used as the default Certification Specifications for Airworthiness Requirements. [15] Refer to Defence Standard 00-970 – Certification Specifications for Airworthiness.	No
5810(04)020	[08]	Authorized	AMC	5810(4).20 - AMC - Type Certification Basis (MRP Part 21.A.15)	20. Formal approval should be sought from the MAA for the use of alternative and appropriate Certification Specifications[11].	No
5810(04)021	[08]	Authorized	AMC	5810(4).21 - AMC - Type Certification Basis (MRP Part 21.A.15)	21. Certification Specifications used should be annotated with a clear statement as to which versions ►will◄ be applied.	No
5810(04)022	[08]	Authorized	AMC	5810(4).22 - AMC - Type Certification Basis (MRP Part 21.A.15)	22. If the TAA elects to comply with an amendment to a Certification Specification that is effective after the filing of the application for a MTC, the TAA should also comply with any other amendment that the MAA finds is directly related.	No

5810(04)023	[08]	Authorized	AMC	5810(4).23 - AMC - Type Certification Basis (MRP Part 21.A.15)	23. Special detailed technical specifications, named Special Conditions, for an Air System, should be approved by the MAA if the related Certification Specifications do not contain adequate or appropriate safety standards for the Air System or an element of its design, in any of the following circumstances: a. The Air System has or may have novel or unusual design features relative to the design practices on which the applicable Certification Specifications are based. b. The Air System design usage assumptions do not match the intended military usage. c. Experience from other similar In-Service Air Systems or having similar design features, has shown that ‘unsafe conditions'[16] may develop. d. Suitable Certification Specifications do not exist for the concerned Air System or specific design feature. [16] The words ‘unsafe conditions’ are used in RA 5805 – Airworthiness Directives and Service Bulletins (MRP Part 21 Subpart A) to justify the basis for an Airworthiness Directive or Service Bulletin.	No
5810(04)024	[08]	Authorized	AMC	5810(4).24 - AMC - Type Certification Basis (MRP Part 21.A.15)	24. For new Air Systems, the TCB should be proposed by the relevant DE&S OCD[17]. [17] Refer to RA 1013 – Air Systems Operating Centre Director - Provision of Airworthy and Safe Systems.	No
5810(04)025	[08]	Authorized	AMC	5810(4).25 - AMC - Type Certification Basis (MRP Part 21.A.15)	25. The TCB will be effective for a period of 5 years from the date of MTC application. If MTC / RMTC is not achieved within that timescale, the TAA should undertake a review of the Certification Specifications used to define the TCB to assess any shortfalls against Airworthiness Requirements in the latest Issue.	No
5810(04)026	[08]	Authorized	AMC	5810(4).26 - AMC - Type Certification Basis (MRP Part 21.A.15)	26. The TCB, and all amendments to it during the Certification process, should be agreed by the MAA.	No
5810(04)027	[08]	Authorized	AMC	5810(4).27 - AMC - Type Certification Basis (MRP Part 21.A.15)	27. The TAA should maintain a register and adequate configuration control of all MCRIs applicable to the TCB.	No
5810(05)	[08]	Authorized	Regulation	5810(5) - Regulation - Certification Programme (MRP Part 21.A.15)	5810(5) The TAA shall propose to the MAA a CP that shall include the means to demonstrate compliance.	No
5810(05)034	[08]	Authorized	AMC	5810(5).34 - AMC - Certification Programme (MRP Part 21.A.15)	34. The CP should include: a. A project schedule including major milestones. b. Identification of relevant personnel making decisions affecting Airworthiness. c. A detailed description of the Type Design, including all the configurations to be certified; proposed operating characteristics and limitations where available; and the intended use of the Air System and the kind of operations for which Certification is requested. d. The TCB, as established and agreed at Phase 2, with a proposal for the Means of Compliance (MC) and related compliance document(s) for each applicable Airworthiness Requirement. e. A proposal for a breakdown of the CP into meaningful groups of compliance demonstration activities and data, including a proposal for MC and related compliance document(s) against each group.	No
5810(05)035	[08]	Authorized	AMC	5810(5).35 - AMC - Certification Programme (MRP Part 21.A.15)	35. The CP should be agreed by the MAA before compliance demonstration commences and updated as necessary during the Certification process.	No
5810(06)	[08]	Authorized	Regulation	5810(6) - Regulation - Changes Requiring a New Military Type Certificate (MRP Part 21.A.19)	5810(6) The TAA shall apply for a new MTC if it is determined that any proposed change in design, configuration, power, thrust or mass is so extensive that a substantially complete investigation of compliance with the applicable TCB is required.	No
5810(06)037	[08]	Authorized	AMC	5810(6).37 - AMC - Changes Requiring a New Military Type Certificate (MRP Part 21.A.19)	37. Applications for a new MTC should demonstrate compliance with RA 5810(3).	No
5810(07)	[08]	Authorized	Regulation	5810(7) - Regulation - Compliance with the Type Certification Basis (MRP Part 21.A.20)	5810(7) The TAA shall demonstrate compliance with the TCB following the means approved in the CP.	No

5810(07)040	[08]	Authorized	AMC	5810(7).40 - AMC - Compliance with the Type Certification Basis (MRP Part 21.A.20)	40. The TAA should submit a TCE to the MAA that includes: a. Access to all compliance documents referenced in the CP, updated to include justifications of compliance. b. Detail of any difficulty or event encountered during the process of demonstration of compliance that may have an appreciable effect on Air System safety or related Risk to Life (RtL). c. Identification of any Airworthiness Requirements not complied with that are compensated for by controls, factors, or mitigations that provide an ELoS. d. A statement from the TAA declaring: (1) Compliance with the TCB following the means approved in the CP. (2) No feature or characteristic has been identified that may make the Air System unsafe for the uses for which Certification is requested.	No
5810(08)	[08]	Authorized	Regulation	5810(8) - Regulation - Issue of Military Type Certificate (MRP Part	5810(8) The TAA shall be issued with a MTC when the MAA has accepted that the requirements of the MACP have been fully satisfied and the TAA has confirmed that their organization is appropriately placed in terms of resourcing, contractual position and access to design information to manage the MTC.	No
5810(08)042	[08]	Authorized	AMC	5810(8).42 - AMC - Issue of Military Type Certificate (MRP Part 21.A.21)	42. The TAA should make a declaration when appropriate that their organization is ready to manage the MTC. The declaration should include confirmation that the Air System is UMC[19]. [19] Refer to Def Stan 05-057 – Configuration Management of Defence Materiel.	No
5810(09)	[08]	Authorized	Regulation	5810(9) - Regulation - Issue of Restricted Military Type Certificate (MRP Part	5810(9) Where the requirements of this RA have not been fully satisfied, but the Certification evidence has been assessed to the satisfaction of the MAA, the TAA shall be issued with a RMTC.	No
5810(09)044	[08]	Authorized	AMC	5810(9).44 - AMC - Issue of Restricted Military Type Certificate (MRP Part 21.A.21)	44. When an Air System does not meet the full requirements of the MACP and is approaching RTS and the MAA has assessed that there is no impact on Air Safety, a RMTC should be issued by the MAA for a provisional period until the Type Design or ADS can be demonstrated to be accurate and complete.	No
5810(09)045	[08]	Authorized	AMC	5810(9).45 - AMC - Issue of Restricted Military Type Certificate (MRP Part 21.A.21)	45. When shortcomings are identified in the Certification evidence provided in the TCE or RTSR, the TAA should progress the resultant MACP Actions to closure with MAA agreement or to a level deemed acceptable by the MAA.	No
5810(09)046	[08]	Authorized	AMC	5810(9).46 - AMC - Issue of Restricted Military Type Certificate (MRP Part 21.A.21)	46. Any restrictions identified in the RMTC should be copied verbatim into the RTS by the RTSA.	No
5810(10)	[08]	Authorized	Regulation	5810(10) - Regulation - Type Design (MRP Part 21.A.31)	5810(10) The TAA shall ensure through Configuration Management that the certified Type Design is defined, identified and controlled by drawings, specifications, manufacturing processes and Airworthiness limitations.	No
5810(10)049	[08]	Authorized	AMC	5810(10).49 - AMC - Type Design (MRP Part 21.A.31)	49. The Type Design should consist of: a. The drawings and specifications (or equivalent), and a listing of those drawings and specifications, necessary to define the configuration and the design features of the Air System shown to comply with the applicable TCB. b. Information on materials and processes, and on methods of manufacture and assembly necessary to ensure the conformity of the Air System. c. An approved Airworthiness limitations section of the ISTA[18] as defined by the applicable Certification Specifications. d. Any other data necessary to allow, by comparison, the determination of the Airworthiness of later configurations of Air Systems of the same type.	No
5810(11)	[08]	Authorized	Regulation	5810(11) - Regulation - Inspections and Tests (MRP Part 21.A.33)	5810(11) The TAA shall assure themselves that for inspections and tests undertaken to demonstrate compliance with the TCB, the test specimens adequately conform to the specifications of the proposed Type Design and the test and measuring equipment to be used are adequate and appropriately calibrated.	No
5810(11)051	[08]	Authorized	AMC	5810(11).51 - AMC - Inspections and Tests (MRP Part 21.A.33)	51. The TAA should assure themselves that, before inspections or tests are undertaken to demonstrate compliance with the TCB, the DO has ensured: a. That materials and processes adequately conform to the specifications for the proposed Type Design. b. Those parts of the Air System adequately conform to the drawings in the proposed Type Design. c. That the manufacturing processes, construction and assembly adequately conform to those specified in the proposed Type Design. d. That the test equipment and all measuring equipment used for tests are adequate and appropriately calibrated. e. That a statement of conformity is issued listing any non-conformity, together with a justification that this will not affect the test results	No
5810(11)052	[08]	Authorized	AMC	5810(11).52 - AMC - Inspections and Tests (MRP Part 21.A.33)	52. Where identified in the LoI agreed in the CP, the TAA should make provisions for the MAA to: a. Review any data and information related to the demonstration of compliance. b. Witness or carry out any test or inspection conducted for the purpose of the demonstration of compliance.	No
5810(12)	[08]	Authorized	Regulation	5810(12) - Regulation - Flight Tests (MRP Part 21.A.35)	5810(12) Flight testing for the purpose of obtaining a MTC or RMTC shall be conducted iaw RA 5880[20]. [20] Refer to RA 5880 – Military Permit to Fly (Development) (MRP Part 21 Subpart P).	No

5810(12)058	[08]	Authorized	AMC	5810(12).58 - AMC - Flight Tests (MRP Part 21.A.35)	58. The TAA should ensure that all necessary flight tests are conducted to determine compliance with the applicable TCB.	No
5810(12)059	[08]	Authorized	AMC	5810(12).59 - AMC - Flight Tests (MRP Part 21.A.35)	59. For civil-derived Military Registered Air Systems, the TAA should ensure that any flight testing undertaken for the civil Certification satisfies the requirements of MOD usage or makes provision to demonstrate compliance.	No
5810(13)	[08]	Authorized	Regulation	5810(13) - Regulation - Responsibilities of the Holder (MRP Part	5810(13) The TAA, as the MTC or RMTC holder, shall fulfil the responsibilities detailed in RA 1015[21]. [21] Refer to RA 1015 – Type Airworthiness Management – Roles and Responsibilities.	No
5810(13)061	[08]	Authorized	AMC	5810(13).61 - AMC - Responsibilities of the Holder (MRP Part	61. Nil.	No
5810(14)	[08]	Authorized	Regulation	5810(14) - Regulation - Transferability (MRP Part 21.A.47)	5810(14) If a MTC or RMTC is ►◄ transferred, the transfer shall be made only to a TAA within the UK Defence Air Environment and who is able to fulfil the responsibilities detailed in RA 1015[21] . [21] Refer to RA 1015 – Type Airworthiness Management – Roles and Responsibilities	No
5810(14)063	[08]	Authorized	AMC	5810(14).63 - AMC - Transferability (MRP Part 21.A.47)	63. The transfer of the MTC or RMTC should only be made with the agreement of the MAA.	No
5810(15)	[08]	Authorized	Regulation	5810(15) - Regulation - Duration and Continued Validity (MRP Part 21.A.51)	5810(15) A MTC, or RMTC shall remain valid subject to the TAA remaining in compliance with RA 1015[21], and providing the certificate has not been suspended or revoked.	No
5810(15)065	[08]	Authorized	AMC	5810(15).65 - AMC - Duration and Continued Validity (MRP Part 21.A.51)	65. Upon notification of suspension or revocation, the MTC or RMTC should be surrendered to the MAA Certification Division and the appropriate RTSA, Operating Duty Holder (ODH), and Accountable Manager (Military Flying) (AM(MF)) informed.	No
5810(15)066	[08]	Authorized	AMC	5810(15).66 - AMC - Duration and Continued Validity (MRP Part 21.A.51)	66. The TAA should inform the MAA, RTSA, ODH and (AM(MF)) as soon as practicable when they are no longer able to meet the responsibilities defined by RA 1015[21], for one or several types of Air System under their responsibility.	No
5810(16)	[08]	Authorized	Regulation	5810(16) - Regulation - Record Keeping (MRP Part 21.A.55)	5810(16) The TAA shall ensure that all significant documents supporting Certification are retained and are available to the MAA in order to provide an audit trail of evidence supporting Air Safety decision making.	No
5810(16)068	[08]	Authorized	AMC	5810(16).68 - AMC - Record Keeping (MRP Part 21.A.55)	68. Procedures should be applied to ensure that: a. An audit trail of significant documents supporting Certification, and information necessary to ensure the continued Airworthiness and continued validity of the OSD, is maintained correctly[23]. b. Any significant document supporting Certification can be made available to the MAA on request. [23] Refer to RA 1225 – Air Safety Documentation Audit Trail.	No
5810(17)	[08]	Authorized	Regulation	5810(17) - Regulation - Manuals (MRP Part 21.A.57)	5810(17) The TAA shall ensure that all master copies of manuals required by the applicable TCB are produced, maintained and updated by the appropriate DO and are available to the MAA on request.	No
5810(17)073	[08]	Authorized	AMC	5810(17).73 - AMC - Manuals (MRP Part 21.A.57)	73. The contents of the manuals should be validated by the appropriate DO. For manuals generated by non-DO entities, the TAA should assume responsibility for validation.	No
5812	[02]	Authorized	RA	5812 - RA (Initial Issue) - Digital Models and Simulations Supporting AirworthinessRelated Decision-Making	Modelling and Simulation (M&S) utilizes models, be they mathematical or logical representation of a system, entity, phenomenon or process, as a basis for simulations to develop data utilized for technical decision-making. Failure to appropriately assess the suitability of the M&S utilized may compromise Air System Airworthiness. It is to be demonstrated that the M&S utilized in support of Airworthiness-related decisionmaking (which include decisions on whether design requirements are met) have been derived from a credible source and are appropriate for their intended use.	No

5812(01)	[02]	Authorized	Regulation	5812(1) - Regulation - Development and Assurance of Modelling and Simulation	The Type Airworthiness Authority (TAA)[1] shall ensure that the development and Assurance of M&S used to support Airworthiness-related decision-making is appropriate for their intended use. 1 Where the Air System is ►not UK MOD-owned, Type Airworthiness (TAw) management◄ regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model ►◄; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA	No
5812(01)001	[02]	Authorized	AMC	5812(1).1 - AMC - Development and Assurance of Modelling and Simulation	To establish appropriate levels of development and Assurance of M&S, the TAA should assess the M&S Criticality based on the M&S level of influence and the consequence of Airworthiness-related decisions based on the M&S outputs.	No
5812(01)002	[02]	Authorized	AMC	5812(1).2 - AMC - Development and Assurance of Modelling and Simulation	Aligned to the 'Level' of M&S Criticality established, the TAA should: a. Select recognized standard(s) / specification(s) to be used for development and assurance of M&S and determine the applicability of their requirements. b. Identify any additional Assurance and safety arguments that are required to mitigate the consequences of Airworthiness-related decision-making based on the M&S outputs.	No
5812(01)003	[02]	Authorized	AMC	5812(1).3 - AMC - Development and Assurance of Modelling and Simulation	The standard(s) / specification(s) to be used for development and Assurance of M&S should be based on the application to which the M&S is being applied.	No
5812(02)	[02]	Authorized	Regulation	5812(2) - Regulation - Use of Modelling and Simulation to Claim Credit for Certification Evidence	Where M&S outputs are intended to claim credit for Certification evidence, the TAA shall demonstrate to the MAA that development and Assurance of M&S is appropriate and present associated evidence at the relevant Phases of the Military Air System Certification Process (MACP)[4]. [4] Refer to the Manual of Military Air System Certification (MMAC).	No
5812(02)010	[02]	Authorized	AMC	5812(2).10 - AMC - Use of Modelling and Simulation to Claim Credit for Certification Evidence	Where M&S outputs are intended to claim credit for Certification evidence, the TAA should: a. Include the general strategy for the development and Assurance of M&S in the Certification Strategy produced to support completion of the MACP. b. Produce Military Certification Review Items (MCRI) for each M&S (or group of M&S where the same approach is adopted) to demonstrate that appropriate levels of development and Assurance have been established and outline the manner of delivery. c. Ensure that the use of M&S outputs are clearly identified as a Means of Compliance (MC) in the Certification Programme (CP) proposed to the MAA at Phase 3 of the MACP and identify documents / evidence used to demonstrate M&S Assurance claims are included in the CP. d. Ensure that documents / evidence to demonstrate M&S Assurance claims are included in the Type Certification Exposition (TCE) submitted to the MAA to support compliance with the Type Certification Basis (TCB) at Phase 4 of the MACP. e. Where Certification evidence includes claims against ongoing M&S performance, such as where the M&S are Digital Twins (eg in a Health and Usage Monitoring System), it should include details of planning for ongoing model assurance	No
5815	[04]	Authorized	RA Rationale	5815 - RA (Issue 4) - Instructions for Sustaining Type Airworthiness	Instructions for Sustaining Type Airworthiness (ISTA) are a subset of the Air System Document Set (ADS) [1] and include the combined suite of methods, inspections, processes, and procedures necessary to support the Maintenance [2] and operation of an Air System and associated Products, Part, Appliances, Airborne Equipment and Air Launched Weapons within its certified limits [3]. Failure to create and maintain ISTA will result in stakeholders being unable to ensure that the Air System is safe to operate. To maintain safe operation, ISTA need to be provided and amended through-life in a coherent and expedient manner so that they continue to reflect the Type Certification Basis (TCB). [1] Refer to RA 1310 – Air System Document Set. [2] Refer to RA 4810 – Technical Information (MRP 145.A.45). [3] ISTA can be considered an equivalent to civil Instructions for Continuing Airworthiness.	Yes
5815(01)	[04]	Authorized	Regulation	5815(1) - Regulation - Provision and Amendments to Instructions for Sustaining Type Airworthiness	The Type Airworthiness Authority (TAA) [4] shall approve [5], [6] and provide a complete set of ISTA to the Operating Duty Holder / Accountable Manager (Military Flying). In doing so, the TAA shall ensure that: a. ISTA is developed in accordance with (iaw) the TCB [7]. b. ISTA is amended through-life, incorporating change requests. c. The DO or Commodity Chief Engineer (CE) provides amendments to the ISTA for an Air System or related Products, Parts and Appliances. 4 Where the Air System is ►not UK MOD-owned, Type Airworthiness (TAw) management◄ regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model ►◄; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA. [5] Refer to RA 1003 – Delegation of Airworthiness Authority and Notification of Air Safety Responsibility. [6] The TAA may privilege a Design Organization (DO) to issue information and instructions. Refer to RA 5850 (11): Privileges (MRP Part 21.A.263). [7] Refer to RA 5810 – Military Type Certificate (MRP Part 21 Subpart B), or the RA 1600 series for Remotely Piloted Air Systems.	Yes

5815(01)001	[04]	Authorized	AMC	5815(1).1 - AMC - Provision and Amendments to Instructions for Sustaining Type Airworthiness	The TAA should ensure that ISTA are made available to the Military Continuing Airworthiness Manager (Mil CAM) [8] at the earliest opportunity. [8] Refer to RA 4948 – Documentation – MRP Part M Sub Part G.	No
5815(01)002	[04]	Authorized	AMC	5815(1).2 - AMC - Provision and Amendments to Instructions for Sustaining Type Airworthiness	If the availability of some elements of ISTA, associated with overhaul and heavy Maintenance, are delayed until after the Air System and associated Products, Parts and Appliances has entered service, the TAA should ensure that they are available before the relevant calendar backstop or flight hours / cycles limit is reached.	No
5815(01)003	[04]	Authorized	AMC	5815(1).3 - AMC - Provision and Amendments to Instructions for Sustaining Type Airworthiness	The TAA should develop and maintain ISTA through-life iaw the requirements of the ADS management plan [1]. Additionally, the TAA should ensure that their contribution to the ADS management plan details the processes for the management of change requests. The processes should include as a minimum, the management of changes resulting from: a. Air System Maintenance schedule review [9]. b. An Air Safety Occurrence [10]. c. A Narrative Fault Report. d. An Unsatisfactory Feature Report (UFR). e. Changes to Type Design [11] or In-Service design changes [12]. f. Repairs [13]. g. Special Instructions (Technical) (SI(T)) [14]. [1] Refer to RA 1310 – Air System Document Set. [9] Refer to RA 5320 – Air System Maintenance Schedule – Design and Validation. [10] Refer to RA 1410 – Occurrence Reporting and Management. [11] Refer to RA 5820 – Changes in Type Design (MRP Part 21 Subpart D). [12] Refer to RA 5305 – In-Service Design Changes. [13] Refer to RA 5865 – Repairs (MRP Part 21 Subpart M). [14] Refer to RA 5405 – Special Instructions (Technical)	No
5815(01)004	[04]	Authorized	AMC	5815(1).4 - AMC - Provision and Amendments to Instructions for Sustaining Type Airworthiness	The TAA should ensure that the DO or Commodity CE: a. Develops ISTA iaw the TCB [15], where applicable. b. Provides details of the quality assurance process for the development of ISTA [1]. c. Provides a plan for the validation process [1]. d. Makes changes to ISTA available to the TAA at the earliest opportunity. e. Details how changes to the ISTA are promulgated. [1] Refer to RA 1310 – Air System Document Set. [15] Refer to RA 5810 – Military Type Certificate (MRP Part 21 Subpart B).	Yes
5815(01)005	[04]	Authorized	AMC	5815(1).5 - AMC - Provision and Amendments to Instructions for Sustaining Type Airworthiness	The following ISTA, as a minimum, should be provided [16]: a. A Maintenance Manual containing all procedures required by Maintenance organizations to maintain the Air System or equipment in a serviceable condition and to diagnose typical faults (Topic 1). b. Modification Instructions (Topic 2). c. Orders and Instructions issued by the TAA (Topic 2(N/A/R)1). d. Illustrated Parts Catalogue (Topic 3). e. Maintenance Schedules containing all necessary servicing procedures and detailing all Preventive Maintenance requirements through-life, including associated safety warnings and cautions necessary to minimize the Risk to Life for Maintenance personnel (Topic 5). f. Repair Schemes (Topic 6). g. Weapon Loading / off-loading Procedures (Topic 5A6), if appropriate. h. Weight & Balance Data Manual (Topic 9), if appropriate. i. Sub-system Diagrams required to support Maintenance, fault diagnosis and repairs (Topic 10). j. Ground Handling Instructions (Topic 12A). k. Electrical Wiring Interconnection Systems. l. Airworthiness limitations (including where appropriate any Airworthiness Directive or Service Bulletin). m. Emergency Rescue and Mishap Response Information.	Yes
5815(01)006	[04]	Authorized	AMC	5815(1).6 - AMC - Provision and Amendments to Instructions for Sustaining Type Airworthiness - North Atlantic Treaty Organization (NATO) Stock Numbers (NSN)	Where Products, Parts and Appliances are managed by NSN in the MOD Supply System, the TAA or Commodity CE should ensure the NSNs and associated NATO Commercial And Government Entity codes are included in the Illustrated Part Catalogue against the relevant part numbers.	No

5815(01)007	[04]	Authorized	AMC	5815(1).7 - AMC - Provision and Amendments to Instructions for Sustaining Type Airworthiness - Repairs	Where repaired Products, Parts or Appliances are released back In-Service before the changes to the applicable ISTA have been completed, the TAA should ensure this is for a limited period and that the conditions of which, are agreed between the TAA and the holder of the repair design approval [13]. [13] Refer to RA 5865 – Repairs (MRP Part 21 Subpart M).	No
5815(01)008	[04]	Authorized	AMC	5815(1).8 - AMC - Provision and Amendments to Instructions for Sustaining Type Airworthiness - Repairs	If ISTA changes are issued by the holder of the repair design approval after the repair has been first approved, these should be submitted to the TAA for approval.	No
5820	[07]	Authorized	RA Rationale	5820 - RA (Issue 7) – Changes in Type Design (MRP Part 21 Subpart D)	During the life of an Air System there will be changes in the Type Design. It is important that any such changes meet the appropriate safety requirements to ensure the Airworthiness implications of the change are fully recognized. Such changes are subject to classification and approval prior to the implementation of the change.	Yes
5820(01)	[07]	Authorized	Regulation	5820(1) - Regulation - Classification of Changes in Type Design (MRP Part 21.A.91)	5820(1) Any change in Type Design shall be classified as 'Minor' or 'Major' by the Type Airworthiness Authority (TAA) or an approved Design Organization (DO) within the scope of its privileges as recorded in its terms of approval[1]. [1] The DO privilege is restricted to Minor Changes only. For the DO scope of privileges refer to RA 5850 – Military Design Approved Organization (MRP Part 21 Subpart J).	Yes
5820(01)001	[07]	Authorized	AMC	5820(1).1 - AMC - Classification of Changes in Type Design (MRP Part 21.A.91)	1. For Civilian-Owned and Civilian Operated Air Systems, the Air System Sponsor has the opportunity to split Type Airworthiness (TAw) responsibility, with regards to design changes, between the TAA and a Type Airworthiness Manager (TAM), the TAA should provide advice to the Sponsor on the most appropriate split of TAw design change responsibilities, noting that a TAM should only classify, not approve, Major Changes[2]. 2 Where the Air System is ►not UK MOD-owned, TAw management◄ regulatory responsibility by either the TAA or TAM needs to be agreed within the Sponsor's approved model ►◄; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA.	no
5820(01)002	[07]	Authorized	AMC	5820(1).2 - AMC - Classification of Changes in Type Design (MRP Part 21.A.91)	2. A Minor Change has no appreciable effect on the mass, balance, structural strength, reliability, operational characteristics, armament system or other characteristics affecting the Airworthiness of the Air System. All other changes should be Major Changes.	No
5820(01)003	[07]	Authorized	AMC	5820(1).3 - AMC - Classification of Changes in Type Design (MRP Part 21.A.91)	3. The classification decision and supporting justification of all changes to Design should be recorded. These records should be easily accessible for sample checking.	No
5820(01)004	[07]	Authorized	AMC	5820(1).4 - AMC - Classification of Changes in Type Design (MRP Part 21.A.91)	4. In case of any doubt over the classification of change, the TAA should seek advice from the MAA Certification Division. The MAA reserves the authority to reclassify a change if deemed appropriate to do so.	No
5820(02)	[07]	Authorized	Regulation	5820(2) - Regulation - Application (MRP Part 21.A.93)	5820(2) An application for a proposed Major Change in Type Design shall be made by the TAA using MAA Form 30.	No
5820(02)006	[07]	Authorized	AMC	5820(2).6 - AMC - Application (MRP Part 21.A.93)	6. The application should include: a. A description of the change, identifying: (1) The configuration(s) of the Air System upon which the change ►is◄ made (including the configuration of Programmable Elements (PE)). (2) All areas of the Type Design, including the approved manuals, that are changed or affected by the change. (3) The Certification Specifications with which the change is intended to comply in accordance with (iaw) RA 5820(5). (4) ►Details of the aspects of the Type Design Change that are considered to be novel technology and for which existing Certification Specifications do not provide adequate standards. (5) The intended standards which demonstrate compliance against any Type Design Change involving the introduction of new PE or modifications to existing PE. (6) The intended standards which demonstrate compliance against any Type Design Change which is affected by Cyber Security for Airworthiness (CSA) requirements.◄ b. An explanation of which of the conditions listed in the MMAC[3] has driven the classification to Major and whether this results in a Substantial, Significant or Not-Significant change. c. Any reinvestigations necessary to demonstrate compliance of the change and areas affected by the change with the Type Certification Basis (TCB).	Yes
5820(02)007	[07]	Authorized	AMC	5820(2).7 - AMC - Application (MRP Part 21.A.93)	7. Where Operational Suitability Data (OSD)[4] is available for the Air System, the application should include, or be supplemented after the initial application by, an assessment of the implications on the OSD resulting from military operation. [4] Refer to RA 5810(3): Application (MRP Part 21.A.15).	No

5820(02)008	[07]	Authorized	AMC	5820(2).8 - AMC - Application (MRP Part 21.A.93)	8. As the individual responsible for the Type Design of the Air System, only the TAA should apply for approval of a Major Change in Type Design. The TAA should propose, with justification[5], whether the change will be assured by the MAA or TAA. The MAA will determine, upon review, whether MAA Certification assurance is required or the Major Change can proceed under TAA assurance with MAA oversight. [5] Refer to the GM of RA 5820(1) for advice on assurance levels for Major Changes.	No
5820(03)	[07]	Authorized	Regulation	5820(3) - Regulation - Approval of Minor Changes (MRP Part 21.A.95)	5820(3) Minor Changes in a Type Design shall be approved by the TAA or an approved DO within the scope of its privileges as recorded in its terms of approval when it has been demonstrated that the change and areas affected by the change complies with the requirements of the Military Air System Certification Process (MACP).	Yes
5820(03)010	[07]	Authorized	AMC	5820(3).10 - AMC - Approval of Minor Changes (MRP Part 21.A.95)	10. A Minor Change to a Type Design should only be approved: a. When it has been demonstrated that the Type Design change and areas affected by the change comply with the Certification Specifications, as specified in RA 5820(5), through satisfactory completion of the MACP. b. When compliance with the TCB has been declared and the justifications of compliance have been recorded in the compliance documents. c. When any Airworthiness provisions not complied with are compensated for by controls, factors or mitigations that provide an Equivalent Level of Safety. d. When no feature or characteristic has been identified that may make the product unsafe for the uses for which Certification is requested.	Yes
5820[07](03)011	[07]	Authorized	AMC	5820(3).11 - AMC - Approval of Minor Changes (MRP Part 21.A.95)	11. An approval of a Minor Change to a Type Design should be limited to the specific configuration(s) in the Type Design to which the change relates.	Yes
5820[07](03)012	[07]	Authorized	AMC	5820(3).12 - AMC - Approval of Minor Changes (MRP Part 21.A.95)	12. The DO should provide to the TAA the Instructions for Sustaining Type Airworthiness amendments for the Product, on which the change ►will◄ be installed, prepared iaw the applicable TCB.	Yes
5820[07](03)013	[07]	Authorized	AMC	5820(3).13 - AMC - Approval of Minor Changes (MRP Part 21.A.95)	13. Where Operational Suitability Data is available for the Air System, the TAA should assess the implications on the Operational Suitability Data resulting from the change to Type Design.	No
5820[07](03)014	[07]	Authorized	AMC	5820(3).14 - AMC - Approval of Minor Changes (MRP Part 21.A.95)	14. The TAA or approved DO under privilege procedure should ensure that the proposed Minor Change has undergone a thorough evaluation process in line with the MACP[6]. The appropriate classification and approval of changes in Type Design will be subject to routine MAA oversight activity. [6] Refer to RA 5810 – Military Type Certificate (MRP Part 21 Subpart B).	Yes
5820[07](03)015	[07]	Authorized	AMC	5820(3).15 - AMC - Approval of Minor Changes (MRP Part 21.A.95)	15. When a Minor Change is approved by an approved DO under the privilege procedure[1]invoked by the TAA, the DO should inform the TAA to ensure that configuration control is maintained.	Yes
5820[07](04)	[07]	Authorized	Regulation	5820(4) - Regulation - Approval of Major Changes (MRP Part 21.A.97)	5820(4) A Major Change to a Type Design shall only be approved when it has been demonstrated that the change and areas affected by the change complies with the requirements of the MACP.	No
5820(04)017	[07]	Authorized	AMC	5820(4).17 - AMC - Approval of Major Changes (MRP Part 21.A.97)	17. The TAA should demonstrate that the Type Design change and areas affected by the change comply with the Certification Specifications, as specified in RA 5820(5), through satisfactory completion of the MACP[6].	No
5820(04)018	[07]	Authorized	AMC	5820(4).18 - AMC - Approval of Major Changes (MRP Part 21.A.97)	18. For Major Changes where the MAA has determined that it will not carry out Certification Assurance, the TAA should notify the MAA when the MACP has been completed and, when applicable, a Release To Service Recommendation has been submitted. These changes in Type Design will be subject to routine MAA Oversight activity.	No
5820(04)019	[07]	Authorized	AMC	5820(4).19 - AMC - Approval of Major Changes (MRP Part 21.A.97) - Impact on the Air System Safety Case (ASSC)	19. The TAA should inform the relevant Aviation Duty Holder / Accountable Manager (Military Flying) of the Major Changes to enable a review of the Air System Safety Case ►◄[7]. [7] Refer to RA 1205(2): Ownership of the Air System Safety Case.	No

5820[07](05)	[07]	Authorized	Regulation	5820(5) - Regulation - Designation of Applicable Certification Specifications for Airworthiness (MRP Part 21.A.101)	5820(5) The TAA shall ensure that the application for the change in Type Design complies with the Certification Specifications applicable to the changed product on the date of application for the change, unless: Certification Specifications of later amendments are chosen, or Certification Specifications of earlier amendments are agreed under the Changed Product Rule (CPR).	No
5820(05)021	[07]	Authorized	AMC	5820(5).21 - AMC - Designation of Applicable Certification Specifications for Airworthiness (MRP Part 21.A.101) - CPR	21. Whilst a change to Type Design should comply with Certification Specifications applicable on the date of application, the TAA can comply with requirements from an earlier amendment of the Certification Specifications when one of the following applies: a. A change is Minor[8]. b. A change is Not Significant[9]. c. An area, System, Part or Appliance is not affected by the change. d. Compliance with the latest amendment for a Significant change does not contribute materially to the level of safety. e. Compliance with the latest amendment would be impractical. [8] Refer to 5820(1) paragraph 2. [9] A change is considered Not Significant if it is neither Significant nor Substantial.	No
5820(05)022	[07]	Authorized	AMC	5820(5).22 - AMC - Designation of Applicable Certification Specifications for Airworthiness (MRP Part 21.A.101) - CPR	22. If the TAA chooses to use requirements from an earlier amendment of the Certification Specifications, they should show that the changed product complies with these requirements and any other requirement the MAA finds is directly related. However, the earlier amended Certification Specifications should be no earlier than the corresponding Certification Specifications of the original Type Design.	No
5820(05)023	[07]	Authorized	AMC	5820(5).23 - AMC - Designation of Applicable Certification Specifications for Airworthiness (MRP Part 21.A.101) - CPR	23. If the TAA elects to comply with requirements that are derived from an amendment to the Certification Specifications that is effective after the filing of the application for a change to a Type, the TAA should also comply with any other requirements that the MAA finds is directly related.	No
5820(05)024	[07]	Authorized	AMC	5820(5).24 - AMC - Designation of Applicable Certification Specifications for Airworthiness (MRP Part 21.A.101) - CPR	24. If the MAA finds that the Certification Specifications referenced in the TCB do not provide adequate standards with respect to the proposed change, the TAA should also comply with any special conditions, and amendments to those special conditions, prescribed under the provisions of RA 5810[4], in order to provide a level of safety equivalent to that established in the Certification Specifications in effect at the date of the application for the change.	No
5820(06)	[07]	Authorized	Regulation	5820(6) - Regulation - Record Keeping (MRP Part 21.A.105)	5820(6) The TAA shall ensure that all documents supporting Certification of changes are retained and are available to the MAA in order to provide an audit trail of evidence supporting Air Safety decision making.	No
5820(06)026	[07]	Authorized	AMC	5820(6).26 - AMC - Record Keeping (MRP Part 21.A.105)	26. Record keeping procedures should be iaw RA 5810(16)[10]. [10] Refer to RA 5810(16): Record Keeping (MRP Part 21.A.105).	No
5825[04]	[05]	Authorized	RA Rationale	5825 - RA (Issue 4) - Fault Reporting and Investigation	Accurate and timely reporting and effective investigation of technical faults is essential to identify Airworthiness Risks and deliver effective mitigation. Unreported faults, or failure to correctly capture, analyze and act on such reporting, could compromise Air Safety and potentially increase Risk to Life (RtL). This RA requires a Type Airworthiness Authority (TAA)[1] / Commodity Chief Engineer (CE)►[2]◄, to have a system in place with the users and their Design Organizations (DO), that reports faults in a timely fashion, ensure the proper handling of affected materiel and support related fault investigations. The reporting of faults by MOD personnel is addressed in RA 4814[3]. 1 Where the Air System is ►not UK MOD owned, Type Airworthiness (TAw) management◄ regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model ►◄; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems or refer to RA 1163 –Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA, noting the TAM may not issue or amend the Air System Document Set or approve Special Instructions (Technical) (SI(T)). [2] ►Refer to RA 5013 – Air System Management of Equipment and Commodity Items.◄ [3] Refer to RA 4814 – Occurrence Reporting (MRP 145.A.60), for the reporting of faults by MOD personnel	No
5825[04](01)	[05]	Authorized	Regulation	5825(1) - Regulation - Fault Reporting and Investigation	5825(1) A TAA / Commodity CE shall ensure a system is in place for reporting and investigating faults that warrant specific investigation due to their potential impact on Air Safety.	Yes

5825[04](01)001	[05]	Authorized	AMC	5825(1).1 - AMC - Fault Reporting and Investigation - Fault Reporting	1. The TAA / Commodity CE should have a system in place that ensures that reported failures, malfunctions and defects are managed, analyzed and appropriate action taken[4] . [4] This reporting requirement is in addition to the need to report Occurrences in accordance with RA 1410 – Occurrence Reporting and Management	Yes
5825[04](01)002	[05]	Authorized	AMC	5825(1).2 - AMC - Fault Reporting and Investigation - Fault Reporting	2. The TAA / Commodity CE should ensure the DO has a system is in place for: a. Collecting, investigating and analyzing reports of and information related to failures, malfunctions, defects or other occurrences which cause or might cause an unsafe condition in the Air System. b. Providing appropriate rectification advice in a timely manner.	Yes
5825[04](01)003	[05]	Authorized	AMC	5825(1).3 - AMC - Fault Reporting and Investigation - Fault Reporting	3. The TAA / Commodity CE should notify the Aviation Duty Holder (ADH) / Accountable Manager (Military Flying) (AM(MF)) of any increased RtL[5] resulting from a failure, malfunction or defect. [5] Refer to ►RA 5011 — Type Airworthiness Safety Management System.◄	Yes
5825[04](01)004	[05]	Authorized	AMC	5825(1).4 - AMC - Fault Reporting and Investigation - Fault Investigation	4. The investigating authority should normally be the TAA but, where arrangements have been made, can be a DO.	Yes
5825[04](01)005	[05]	Authorized	AMC	5825(1).5 - AMC - Fault Reporting and Investigation - Fault Investigation	5. When failures, malfunctions or defects are reported on materiel which has been procured as both Contractor Furnished Equipment and Government Furnished Equipment, a common investigation and reporting procedure should be used.	Yes
5825[04](01)006	[05]	Authorized	AMC	5825(1).6 - AMC - Fault Reporting and Investigation - Quarantine	6. The TAA / Commodity CE should ensure that there are appropriate processes in place to: a. Quarantine, protect and dispose of faulty materiel. b. Clearly identify and cross-reference faulty materiel to the relevant fault report. c. Ensure quarantined items are not repaired or used before the conclusion and outcome of the investigation	Yes
5825[04](01)007	[05]	Authorized	AMC	5825(1).7 - AMC - Fault Reporting and Investigation - Quarantine	7. The TAA / Commodity CE should provide disposal instructions for materiel under quarantine.	Yes
5825[04](01)008	[05]	Authorized	AMC	5825(1).8 - AMC - Fault Reporting and Investigation - Flammability Reduction Means (FRM)	8. TAA's who have FRM[6] in the Type Design should assess, on an on-going basis, the effects of Air System component failures on FRM reliability. This should be part of the system for failure or Fault data collection, investigation and analysis. [6] Refer to the Federal Aviation Administration Advisory Circular 25.981-2A. (Flamability Reduction Means)	Yes
5825[04](01)009	[05]	Authorized	AMC	5825(1).1 - AMC - Fault Reporting and Investigation - Flammability Reduction Means (FRM)	9. The TAA should: a. Demonstrate effective means to ensure collection of FRM reliability data, investigation and analysis. These means should provide data affecting FRM reliability such as component failures. b. b. Develop SI(T)[7] or revise the applicable Instructions for Sustaining Type Airworthiness[8] to correct any failures of the FRM that occur In-Service that could increase any fuel tanks Fleet Average Flammability Exposure to more than that specified by the applicable Certification Specifications. [7] Refer to RA 5405 – Special Instructions (Technical). [8] Refer to RA 5815 – Instructions for Sustaining Type Airworthiness.	Yes
5835[05]	[05]	Authorized	RA Rationale	5835 - RA (Issue 5) – Production Organizations (MRP Part 21 Subpart G)	Although the MAA does not currently require the specific approval of Production Organizations (PO)[1], it is essential that the engineering process link between design and production is established. Without adequate Assurance that the engineering processes between design and PO are linked, there is potential for PO to manufacture Products, Parts, Appliances, Airborne Equipment and Air Launched Weapons that do not meet the designs produced by the Design Organization(s) (DO). This RA ensures that a level of Assurance is identified and that Air Systems (and related Products, Parts and Appliances) are produced by competent organizations and show conformity to the applicable design data and are in a condition for safe operation. [1] Refer to RA 1005 – Contracting with Competent Organizations.	Yes
5835[05](01)	[05]	Authorized	Regulation	5835(1) - Regulation - Production Organizations	5835(1) The Type Airworthiness Authority (TAA)[2] or Commodity Chief Engineer (CE) shall ensure that 'prime'[3] PO hold a recognized Part 21 Subpart G approval or comply with a recognized Quality ►◄ System.	no
5835[05](01)001	[05]	Authorized	AMC	5835(1).1 - AMC - Production Organizations - Common Acceptable Means of Compliance (AMC)	1. If a 'prime' PO has a European Union Aviation Safety Agency (EASA) Part 21 Subpart G approval, a Federal Aviation Administration (FAA)[4] Part 21 Subpart G approval, ►a UK Part 21 Subpart G approval◄ or an EMAR 21 Subpart G approval from an Authority that the MAA has formally accepted under the recognition process they should submit their Production Organization Exposition (POE) to the TAA or Commodity CE to confirm that its scope is appropriate for the production tasks. [4] FAA Production Approval Regulations are a subset of the Title 14 Code of Federal Regulations (CFR) known as 14 CFR Part 21 Subpart G.	No
5835[05](01)002	[05]	Authorized	AMC	5835(1).2 - AMC - Production Organizations - Common Acceptable Means of Compliance (AMC)	2. If the 'prime' PO does not hold a recognized Part 21 Subpart G approval, or the approval held does not cover the scope of the production tasks, the TAA or Commodity CE should assure themselves that the 'prime' PO: a. Hold ►AS/EN 9100 certification and◄ comply with Allied Quality Assurance Publication (AQAP) 2310 covering the scope of production tasks. ►The certification should be issued by a Certification Body holding suitable accreditation, with the right scope, from a National Accreditation Body (NAB)8 who is a signatory to the International Accreditation Forum (IAF) or IAF Accredited Regional Multi-Lateral Agreements (MLA).◄ The Quality system should contain: (1) Control procedures for traceability including a definition of clear criteria of which Parts or Appliances need such traceability eg Critical Parts b. Submit their POE to the TAA or Commodity CE, as appropriate, to enable assessment of competency[1].	No

5835[05](01)003	[05]	Authorized	AMC	5835(1).3 - AMC - Production Organizations - Common Acceptable Means of Compliance (AMC)	3. The TAA or Commodity CE should assure themselves that the ‘prime’ PO can demonstrate that it has established and is able to maintain a Quality ►Management◄ System to ensure that each Product, Part and Appliance produced by the organization or by its partners, or supplied from or subcontracted to outside parties, conforms to the applicable design data and is in condition for safe operation.	No
5835[05](01)004	[05]	Authorized	AMC	5835(1).4 - AMC - Production Organizations - Common Acceptable Means of Compliance (AMC)	4. The TAA or Commodity CE should assure themselves that the ‘prime’ PO has a documented arrangement in place with the appropriate DO describing in detail how to reliably use the applicable design data to manufacture a Product, Part or Appliance.	No
5835[05](01)005	[05]	Authorized	AMC	5835(1).5 - AMC - Production Organizations - Common Acceptable Means of Compliance (AMC)	5. This arrangement should detail as a minimum: a. The responsibilities of the PO and DO with respect to the arrangement. b. The procedures to deal adequately with production deviations and nonconforming Parts[5]. c. The procedures and associated responsibilities to achieve adequate configuration control of manufactured Parts (ie traceability). d. The procedure for requesting and managing changes in manufacturing methods or materials. [5] Refer to RA 5825 – Fault Reporting and Investigation.	No
5835[05](01)006	[05]	Authorized	AMC	5835(1).6 - AMC - Production Organizations - Common Acceptable Means of Compliance (AMC)	6. The TAA or Commodity CE should assure themselves that the ‘prime’ PO has the facilities and processes to: a. Keep full records of all work carried out[6]. b. Maintain an auditable trail of approved concessions and deviations. c. Ensure that their Products, Parts and Appliances conform to the approved type design. [6] Refer to RA 1225 – Air Safety Documentation Audit Trail.	No
5835[05](01)007	[05]	Authorized	AMC	5835(1).7 - AMC - Production Organizations - Common Acceptable Means of Compliance (AMC)	7. Where a ‘prime’ PO uses Parts or Appliances from a sub-contractor, the TAA or Commodity CE should assure themselves that the ‘prime’ PO has an auditable process to demonstrate design conformity, Safety for operation and that full records of work carried out are retained.	Yes
5835[05](01)008	[05]	Authorized	AMC	5835(1).8 - AMC - Production Organizations - Common Acceptable Means of Compliance (AMC)	8. If the TAA or Commodity CE is procuring through a Foreign Military Sales (FMS) contract, they should assure themselves of the design conformity and Assurance for operation of the Product, Part or Appliance.	No
5835[05](01)009	[05]	Authorized	AMC	5835(1).9 - AMC - Production Organizations - Additional AMC – TAA only	9. In addition to the requirements of paragraph 2, the TAA should ensure that the ‘prime’ PO is subject to Defence Quality Assurance – Field Force surveillance.	No
5835[05](01)010	[05]	Authorized	AMC	5835(1).10 - AMC - Production Organizations - Additional AMC – TAA only	10. The collaboration between the ‘prime’ PO and DO should be agreed by the TAA, irrespective of whether the DO is acting as a Co-ordinating Design Organization (CDO) or Air System CDO[7]. [7] Refer to RA 1014 – Design Organizations and Co-ordinating Design Organizations – Airworthiness Responsibilities.	No
5835[05](01)011	[05]	Authorized	AMC	5835(1).11 - AMC - Production Organizations - Additional AMC – Commodity CE only	11. In derogation to paragraph 4, where Products, Parts and Appliances are procured to prescribed technical specifications without reach back to the DO (eg standard Parts, Commercial Off the Shelf parts etc) the Commodity CE should assure themselves of the design conformity and Assurance for operation of the Product, Part or Appliance.	No
5835[05](01)012	[05]	Authorized	AMC	5835(1).12 - AMC - Production Organizations - Additional AMC – Commodity CE only	12. The Commodity CE should assure themselves of the governance and Assurance management systems in place for / within POs to ensure the design conformity and Assurance for operation of the procured Product, Part of Appliance. Additionally, the Commodity CE should have right of access / investigation of production arrangements to ensure Quality and traceability of Products, Parts and Appliance is maintained.	No

5850	[08]	Authorized	RA Rationale	5850 - RA (Issue8) – Military Design Approved Organization (MRP Part 21 Subpart J)	The Design Approved Organization Scheme (DAOS) is a mechanism by which the competence of a Design Organization (DO) can be assessed. The use of a non DAOS organization for design services may introduce design errors to the Design. Approval under DAOS is subject to adherence with the established procedures and rules governing the responsibilities and privileges for Military Design Approved Organizations.	Yes
5850[08](01)	[08]	Authorized	Regulation	5850(1) - Regulation - Responsibilities of a Design Organization	5850(1) A DO or Co-ordinating DO (CDO) shall fulfil the defined design and development responsibilities under their Terms of Approval.	Yes
5850[08](01)001	[08]	Authorized	AMC	5850(1).1 - AMC - Responsibilities of a Design Organization	1. For Civilian-Owned or Civilian Operated Air Systems the Air System Sponsor can split Type Airworthiness (TAw) responsibility between the Type Airworthiness Authority (TAA) and a Type Airworthiness Manager (TAM), the TAA should provide advice to the Sponsor on the most appropriate split of responsibilities[1]. Dependant on the agreed split of TAw design responsibilities TAM may be read in place of TAA as appropriate throughout this RA. 1 Where the Air System is ►not UK MOD-owned, TAw management◄ regulatory responsibility by either the TAA or TAM needs to be agreed within the Sponsor's approved model ►◄; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA.	No
5850[08](01)002	[08]	Authorized	AMC	5850(1).2 - AMC - Responsibilities of a Design Organization	2. The DO should review this RA in its entirety, noting the term DO throughout includes DO, CDO and Air System CDO. Therefore CDO and Air System CDO may be read in place of DO as appropriate throughout this RA.	Yes
5850[08](01)003	[08]	Authorized	AMC	5850(1).3 - AMC - Responsibilities of a Design Organization	3. The DO should: a. Meet the responsibilities as defined[3]. b. Maintain its DO Exposition (DOE) in conformity with the Design Management System (DMS). c. Ensure that the DOE references the basic working documents within the organization. d. Determine that the design of Products, Parts, Appliances, Airborne Equipment and Air Launched Weapons (ALW) or changes or repairs thereof, comply with applicable Airworthiness requirements or contracted specifications and have no feature that can lead to an unsafe condition. e. Provide to the TAA or Commodity Chief Engineer (CE) associated documentation confirming compliance, and when applicable a Certificate of Design (CofD)[4], [5], [6]. f. Ensure TAA or Commodity CE ►is provided◄ access to the Design data, including instructions associated with unsafe conditions such as Airworthiness Directives6AD), Service Bulletins (SB) for civil-derived Air Systems, or Special Instructions (Technical) (SI(T)) for military designed Air Systems. [2] Refer to RA 1014 – Design Organizations and Co-ordinating Design Organizations – Airworthiness Responsibilities. [3] Refer to RA 5103 – Certificate of Design. [4] Refer to RA 5820 – Changes in Type Design (MRP Part 21 Subpart D). [5] Refer to RA 5865 – Repairs (MRP Part 21 Subpart M). [6] Refer to RA 5805 - Airworthiness Directives and Service Bulletins (MRP Part 21 Subpart A). [7] Refer to RA 5405 – Special Instructions (Technical)	Yes
5850[08](02)	[08]	Authorized	Regulation	5850(2) - Regulation - Scheme Inclusion and Approval Award	5850(2) An organization shall be included in the DAOS and awarded approval for a defined range of Products, Parts, Appliances, Airborne Equipment and ALW, only when the organization has been assessed and approved by the Military Aviation Authority (MAA).	Yes
5850[08](02)005	[08]	Authorized	AMC	5850(2).5 - AMC - Scheme Inclusion and Approval Award	5. An organization seeking inclusion in the scheme should apply using MAA DAOS Form 80, which can be found on the MAA website under Approval Schemes[8], through the MOD sponsor to the MAA. [9] Refer to https://www.gov.uk/government/publications/design-approved-organization-scheme-daos.	Yes
5850[08(02)006	[08]	Authorized	AMC	5850(2).6 - AMC - Scheme Inclusion and Approval Award	6. Before a review of the organization's design, development and post-design support arrangements is undertaken, the DO should satisfy the MAA that: a. It is in the interests of MOD to include the organization in the Scheme. b. The organization holds Quality Management System (QMS) Certification to AS/EN 9100, or to ISO 9001 providing the scope of the Certification covers the proposed DO Terms of Approval.	Yes
5850[08](03)	[08]	Authorized	Regulation	5850(3) - Regulation - Design Management System (MRP Part 21.A.239)	5850(3) The DO shall demonstrate that it has established and is able to maintain a DMS for the control and supervision of the design, and of design changes, of Products, Parts and Appliances, Airborne Equipment and ALWs covered by the application.	Yes
5850[08](03)014	[08]	Authorized	AMC	5850(3).14 - AMC - Design Management System (MRP Part 21.A.239)	14. The DO should establish, implement and maintain a DMS that includes a Safety Management System and a design assurance system with clear lines of responsibility and accountability throughout the organization.	Yes
5850[08](03)015	[08]	Authorized	AMC	5850(3).15 - AMC - Design Management System (MRP Part 21.A.239)	15. The DMS should: a. Correspond to the size of the organization and the nature and complexity of its activities, taking into account the Hazards and the associated Risks that are inherent in these activities; and b. Be established under the direct accountability of a single manager according to Annex A of this RA.	Yes

5850[08](03)016	[08]	Authorized	AMC	5850(3).16 - AMC - Design Management System (MRP Part 21.A.239)	16. The DMS should be such as to enable the organization: a. To ensure that the design of the Products, Parts and Appliances, Airborne Equipment and ALWs or the design change or repair solution thereof, comply with the applicable Airworthiness requirements or contracted specifications and establish the extent of compliance with the requirements by Inspection, Demonstration, Analysis and Test. b. To ensure that its responsibilities are properly discharged iaw the RA 5000 series as required by the organization's contract with MOD, and in particular: (1) The appropriate provisions of RA 5800 series. (2) The Terms of Approval issued under RA 5850(2). (3) CofD[3]. (4) Defence Air Safety Managementt►1 ◄. (5) Configuration Management of design[10]. c. To independently monitor the compliance with, and adequacy of, the documented procedures of the system. This monitoring should include a feedback system to a person or a group of persons having the responsibility to ensure corrective actions are resolved. [11] Refer to RA 1200 – Air Safety Management. [12] Refer to RA 5301 – Air System Configuration Management.	Yes
5850[08](03)017	[08]	Authorized	AMC	5850(3).17 - AMC - Design Management System (MRP Part 21.A.239)	17. The DO should hold regular design reviews to validate the design proposals, completion of which should be checked as part of the DMS.	Yes
5850[08](03)018	[08]	Authorized	AMC	5850(3).18 - AMC - Design Management System (MRP Part 21.A.239)	18. The DMS should include an independent verification function to validate that the compliance evidence meets certification requirements, on the basis of which the organization submits a CofD and associated documentation to the TAA or Commodity CE.	Yes
5850[08](03)019	[08]	Authorized	AMC	5850(3).19 - AMC - Design Management System (MRP Part 21.A.239)	19. The DMS should ensure that complete Instructions for Sustaining Type Airworthiness (ISTA)[11] and operating instructions (as required), are provided to the TAA or Commodity CE for the Air System, Product, Part, Appliance, Airborne Equipment and ALWs. The DMS should ensure that support and updated ISTA and operating instructions are provided, as required, throughout the life cycle of the Air System. [11] Refer to RA 5815 – Instructions for Sustaining Type Airworthiness.	Yes
5850[08](03)020	[08]	Authorized	AMC	5850(3).20 - AMC - Design Management System (MRP Part 21.A.239)	20. The DO should specify and document the manner in which the DMS accounts for the acceptability of the Products, Parts or Appliances, Airborne Equipment and ALWs designed and / or the tasks performed by partners or subcontractors.	Yes
5850[08](04)	[08]	Authorized	Regulation	5850(4) - Regulation - Design Organization Exposition	As part of the DMS the DO shall furnish a DOE to the MAA describing, directly or by cross-reference, the organization, the relevant procedures and the Products, Parts, Appliances, Airborne Equipment and ALWs to be designed, changed or repaired.	Yes
5850[08](04)024	[08]	Authorized	AMC	5850(4).24 - AMC - Design Organization Exposition	24. The DOE should be produced and include the content detailed in Annex B. The DOE should be concise with sufficient information that is relevant to the Terms of Approval sought by the DO. If the DOE is ►◄ completely or partially integrated into the company organization manual, identification of the information required by RA 5850(4) should be provided by giving appropriate cross references and these documents made available to the MAA.	Yes
5850[08](04)025	[08]	Authorized	AMC	5850(4).25 - AMC - Design Organization Exposition	25. Where any Products, Parts, Appliances, Airborne Equipment or ALWs or any changes to these are designed by partner organizations or subcontractors, the DOE should articulate how the DO is able to give, for all Products, Parts, Appliances, Airborne Equipment and ALWs, the assurance of compliance required by RA 5850(3) above. The statement should contain, directly or by cross-reference, descriptions and information on the design activities and organization of those partners or subcontractors, as necessary to establish this statement.	Yes
5850[08](04)026	[08]	Authorized	AMC	5850(4).26 - AMC - Design Organization Exposition	26. To maintain DAOS approval, the DOE should remain an accurate reflection of the organization with any amendment submitted to the MAA for approval. Amendment submission should not be taken to confer that approval for the DAOS change is in place.	Yes
5850[08](04)027	[08]	Authorized	AMC	5850(4).27 - AMC - Design Organization Exposition	To demonstrate compliance with RA 5850(4), a DO with a European Union Aviation Safety Agency (EASA) or a UK Part 21 Subpart J approval ►can use this in support of obtaining a DAOS Approval. In these instances, the DO should submit the handbook used in their civil approval◄ providing it covers the required Terms of Approval. In addition, the DO should provide the MAA with a supplementary Exposition that identifies the additional measures that have been put in place over and above those set down in its extant ►civil handbook◄ and associated procedures, to ►account for the differences in complying with the MAA Regulatory Publications (MRP). For a DO with other civil approvals, a justification should be submitted identifying why this is considered appropriate, and advice and agreement should be sought from the DAOS branch prior to submission of an application. This should demonstrate that the supplemental exposition route is appropriate for the associated Products, Parts, Appliances, Airborne Equipment or ALW.◄	Yes
5850[08](04)028	[08]	Authorized	AMC	5850(4).28 - AMC - Design Organization Exposition	To obtain and maintain approval of a TAM, a DO should submit a Type Airworthiness Management Supplement using the template hosted on the MAA Website	No

5850[08](04)029	[08]	Authorized	AMC	5850(4).29 - AMC - Design Organization Exposition - Organization.	The DOE should show that: a. The Head of the DO (HDO) for which an application for approval has been made, has the direct or functional responsibility for all departments of the organization which are responsible for the design of the Products, Parts and Appliances, Airborne Equipment and ALWs. If the departments responsible for design are functionally linked, the HDO still carries the ultimate responsibility for compliance of the organization with this RA. b. The HDO has the direct or functional responsibility for all departments of the organization which are involved in the design of changes to design or repairs to Products, Parts, Appliances, Airborne Equipment and ALWs. c. An Office of Airworthiness, or equivalent function, has been established and staffed on a permanent basis to act as the focal point for co-ordinating Airworthiness matters; it reports directly to the HDO or is integrated into an independent Quality Assurance organization reporting to the HDO. d. Person(s) have been nominated to liaise with the Authority and to coordinate Airworthiness matters. Their position in the organization should allow direct reporting to the manager responsible for design. e. Responsibilities for all tasks related to the design and approval of changes to design or repairs to Products, Parts, Appliances, Airborne Equipment and ALWs are assigned to ensure that all areas are covered. f. Responsibilities for all tasks related to Design Investigations are assigned in such a way that gaps in authority are excluded. g. The process for tailoring of the design system ►is◄ dependant on complexity of design activities.. h. Co-ordination between technical departments and the Head of Independent System Monitoring (HISM) has been established: (1) To ensure quick and efficient reporting and resolution of difficulties encountered using the DO handbook and associated procedures. (2) To maintain the DMS. (3) To optimize auditing activities.	Yes
5850[08](05)	[08]	Authorized	Regulation	5850(5) - Regulation - Approval Requirements (MRP Part 21.A.245)	5850(5) The DO shall demonstrate that: a. Staff in all technical departments are of sufficient numbers and experience and have been given appropriate authority to discharge their allocated responsibilities. b. There is full and efficient coordination between departments and within departments in respect of Airworthiness.	Yes
5850[08](05)031	[08]	Authorized	AMC	5850(5).31 - AMC - Approval Requirements (MRP Part 21.A.245) - General	31. The DO should ensure that the accommodation, facilities and equipment are adequate to enable the staff to satisfy the Airworthiness requirements or contracted specifications for the Product, Part, Appliance, Airborne Equipment and ALWs.	Yes
5850[08](05)032	[08]	Authorized	AMC	5850(5).32 - AMC - Approval Requirements (MRP Part 21.A.245) - General	32. The data submitted iaw RA 5850(4) should show that sufficient skilled personnel are available and suitable technical and organizational provisions have been made for carrying out the Design Investigation[13] defined under RA 5850(3). [13] The term 'Design Investigation' means the tasks of the organization in support of the Military Type Certificate (MTC) or other Design approval processes necessary to show and verify and to maintain compliance with the applicable Certification Specifications.	Yes
5850[08](05)033	[08]	Authorized	AMC	5850(5).33 - AMC - Approval Requirements (MRP Part 21.A.245) - Personnel	33. The DO should show that the personnel available to comply with this RA are, due to their special qualifications and number, able to provide assurance of the design, design change or repair of Products, Parts, Appliances, Airborne Equipment and ALWs, as well as the compilation and verification of all data needed to meet the applicable Certification Specifications.	Yes
5850[08](05)034	[08]	Authorized	AMC	5850(5).34 - AMC - Approval Requirements (MRP Part 21.A.245) - Personnel	34. Evidence of their qualifications and experience should be documented for the persons who accept the duties defined by the following roles: a. Chief Executive. A statement of the qualification and experience of the Chief Executive is normally not required unless they are also filling one of the other specified roles (paragraphs 34b-e); b. HDO; c. Head of Airworthiness (HoA); d. HISM. ►The position of the HISM, due to the nature of the role in independent system monitoring, should not be permitted to hold additional roles such as HDO, HoA or CofD signatory.◄ e. CVE. f. ►TAM.◄	Yes
5850[08](05)035	[08]	Authorized	AMC	5850(5).35 - AMC - Approval Requirements (MRP Part 21.A.245) - Personnel	35. The credentials of the, HDO, HoA, HISM ►and TAM◄ should be provided to MAA using MAA DAOS Form 4.	Yes
5850[08](05)036	[08]	Authorized	AMC	5850(5).36 - AMC - Approval Requirements (MRP Part 21.A.245) - Personnel	36. Anyone who has authority to sign the CofD, or MPTF (Development) within the DO should also provide the MAA with a MAA DAOS Form 4.	Yes
5850[08](05)037	[08]	Authorized	AMC	5850(5).37 - AMC - Approval Requirements (MRP Part 21.A.245) - Personnel	37. For the CVE, no individual statement is needed. CVEs should be selected by the DO based on their knowledge, background and experience as defined in the DOE. When necessary, complementary training should be established to ensure that CVEs have sufficient background and knowledge in the scope of their authorization.	Yes

5850[08](05)038	[08]	Authorized	AMC	5850(5).38 - AMC - Approval Requirements (MRP Part 21.A.245) - Personnel	38. The DO should maintain a record of the CVE personnel, which includes details of the scopes of their authorizations. The CVE personnel should be given reasonable access on request to their own records. As part of its investigations, MAA should have the right to access the data held in such a system.	Yes
5850[08](05)039	[08]	Authorized	AMC	5850(5).39 - AMC - Approval Requirements (MRP Part 21.A.245) - Personnel	39. Where a TAM holds other roles in the DO, independence should be demonstrated.	No
5850[08](05)040	[08]	Authorized	AMC	5850(5).40 - AMC - Approval Requirements (MRP Part 21.A.245) - Personnel	40. The DO should maintain a record of anyone who has authority to sign the Flight Clearance Note for Non-Production Standard Propulsion Systems in support of a MPTF (Development)[14]. As part of its investigations, the MAA should be given access to the data held in such a system. [14] Refer to RA 5880 – Military Permit to Fly (Development) (MRP Part 21 Subpart P).	Yes
5850[08](05)041	[08]	Authorized	AMC	5850(5).41 - AMC - Approval Requirements (MRP Part 21.A.245) - Technical	41. The Chief Executive should provide the necessary resources for the proper functioning of the DO.	Yes
5850[08](05)042	[08]	Authorized	AMC	5850(5).42 - AMC - Approval Requirements (MRP Part 21.A.245) - Technical	42. The DO should have access to: a. Workshops and production facilities which are suitable for manufacturing prototype models and test specimens. b. Accommodation and test facilities which are suitable for carrying out tests and measurements needed to demonstrate compliance with the applicable Certification Specifications.	Yes
5850[08](06)	[08]	Authorized	Regulation	5850(6) - Regulation - Changes in Design Management System (MRP Part 21.A.247)	5850(6) After the issue of a DO Approval, each change to the DMS that is significant to the showing of compliance or to the Airworthiness of the Product, Part, Appliance, Airborne Equipment and ALWs shall require approval by the MAA.	Yes
5850[08](06)046	[08]	Authorized	AMC	5850(6).46 - AMC - Changes in Design Management System (MRP Part 21.A.247)	46. An application for approval of a change to the DO should be made using MAA DAOS Form 82 and submitted to the MAA. Before implementation of the change the DO should demonstrate to the MAA, on the basis of submission of proposed changes to the DOE, that it will continue to comply with this RA after implementation.	Yes
5850[08](07)	[08]	Authorized	Regulation	5850(7) - Regulation - Investigations and Inspections (MRP Part	5850(7) The DO shall make arrangements that allow the MAA to make any investigations, inspections, including investigations of partners and subcontractors, or review any report necessary to determine compliance with this RA.	Yes
5850[08](07)048	[08]	Authorized	AMC	5850(7).48 - AMC - Investigations and Inspections (MRP Part 21.A.257)	48. Arrangements should be made to allow the MAA to make investigations of the DO including partners, subcontractors and suppliers. This includes assisting and cooperating with the MAA in performing inspections and audits conducted during initial assessment and subsequent assurance.	Yes
5850[08](08)	[08]	Authorized	Regulation	5850(8) - Regulation - Failures, Malfunctions and Defects	5850(8) The DO shall ensure that a robust process is in place for collecting, investigating and analysing reports of and information related to failures, malfunctions and defects, as identified by themselves, their partners or subcontractors.	Yes
5850[08](08)050	[08]	Authorized	AMC	5850(8).50 - AMC - Failures, Malfunctions and Defects - Failures, Malfunctions and Defect Reporting	50. The DO should make appropriate arrangements to report to the TAA or Commodity CE any failure, malfunction, defect or other occurrence related to an Air System, Product, Part or Appliance, Airborne Equipment and ALW and which has resulted in or may result in an unsafe condition.	Yes
5850[08](08)051	[08]	Authorized	AMC	5850(8).51 - AMC - Failures, Malfunctions and Defects - Failures, Malfunctions and Defect Reporting	51. The DO should ensure they have a system in place for the management and tracking of failure, malfunction and defect reporting for their Air System, Product, Part or Appliance, Airborne Equipment and ALW that is agreed with the TAA or Commodity CE.	Yes

5850[08](08)052	[08]	Authorized	AMC	5850(8).52 - AMC - Failures, Malfunctions and Defects - Failures, Malfunctions and Defect Reporting	52. The DO should notify the TAA or Commodity CE of any potential need for a restriction on flying limitations (or Special Flying Instruction) arising from any reported failure, malfunction or defect.	Yes
5850[08](08)053	[08]	Authorized	AMC	5850(8).53 - AMC - Failures, Malfunctions and Defects - Failures, Malfunctions and Defect Reporting	53. The DO should raise and distribute a narrative fault report when: a. A failure, malfunction or defect occurs which could affect the safety of personnel, or materiel, or operational effectiveness, or availability of materiel, and which is not of sufficient urgency to require an urgent report being sent but is nevertheless sufficiently important to justify a detailed investigation. b. When required by a Service Inquiry or as directed by the TAA or Commodity CE.	Yes
5850[08](08)054	[08]	Authorized	AMC	5850(8).54 - AMC - Failures, Malfunctions and Defects - Failures, Malfunctions and Defect Investigation and Closure	54. The DO should ensure they have a system in place for the investigation of failures, malfunctions and defects for their Air System, Product, Part or Appliance, Airborne Equipment and ALW, that is agreed with the TAA or Commodity CE.	Yes
5850[08](08)055	[08]	Authorized	AMC	5850(8).55 - AMC - Failures, Malfunctions and Defects - Failures, Malfunctions and Defect Investigation and Closure	55. In the case of a failure, malfunction or defect arising from a design or production deficiency, the relevant DO or Production Organization, as appropriate, should investigate the cause and report the results to the TAA or Commodity CE.	Yes
5850[08](08)056	[08]	Authorized	AMC	5850(8).56 - AMC - Failures, Malfunctions and Defects - Failures, Malfunctions and Defect Investigation and Closure	56. When failures, malfunctions and defects are reported on materiel which has been procured as both Contractor Furnished Equipment and Government Furnished Equipment, a common investigation and reporting procedure should be used.	Yes
5850[08](08)057	[08]	Authorized	AMC	5850(8).57 - AMC - Failures, Malfunctions and Defects - Failures, Malfunctions and Defect Investigation and Closure	57. On receipt of a request for an investigation, the DO should call forward all faulty materiel required for investigation.	Yes
5850[08](08)058	[08]	Authorized	AMC	5850(8).58 - AMC - Failures, Malfunctions and Defects - Failures, Malfunctions and Defect Investigation and Closure	58. The DO should ensure they have a system in place for the rectification and closure of reported failures, malfunctions and defects, that is agreed with the TAA or Commodity CE.	Yes
5850[08](08)059	[08]	Authorized	AMC	5850(8).59 - AMC - Failures, Malfunctions and Defects - Quarantine	59. The DO should ensure that when they are in possession or control of materiel that is reported as faulty, it is quarantined and protected to prevent deterioration or disturbance which may hamper investigation and is disposed of in a controlled manner.	Yes
5850[08](09)	[08]	Authorized	Regulation	5850(9) - Regulation - Findings (MRP Part 21.A.258)	After receipt of notification of findings, the DO shall demonstrate corrective action appropriate to the level of the finding.	Yes
5850[08](09)063	[08]	Authorized	AMC	5850(9).63 - AMC - Findings (MRP Part 21.A.258)	63. After receipt of notification of findings under the administrative procedures established by the MAA, the DO should demonstrate corrective action to the satisfaction of the MAA within the agreed period[15]. [15] Refer to MAA03: MAA Regulatory Processes, Annex H – MAA Assurance.	Yes

5850[08](09)064	[08]	Authorized	AMC	5850(9).64 - AMC - Findings (MRP Part 21.A.258)	64. In the case of a significant finding resulting in the suspension or revocation of their DO Approval[16], the DO should provide confirmation of receipt of this notice in a timely manner. [16] Refer to MAA01: MAA Regulatory Principles.	Yes
5850[08](10)	[08]	Authorized	Regulation	5850(10) - Regulation - Validity of Approval (MRP Part 21.A.259)	A DAOS approval shall be issued for an unlimited duration and remain valid subject to: a. The DO remaining in compliance with applicable RAs; b. The MAA or its nominated representative being granted access to the organization to determine continued compliance with applicable RAs; and c. The approval Certificate not being surrendered, suspended or revoked.	Yes
5850[08](10)068	[08]	Authorized	AMC	5850(10).68 - AMC - Validity of Approval (MRP Part 21.A.259)	68. The DO should confirm in writing prior to any formal MAA assessment or not later than every 3 years from the last notification that the contents of their approval Certificate and DOE remain valid. Failure to provide the required confirmation can result in the suspension of the approval.	Yes
5850[08](11)	[08]	Authorized	Regulation	5850(11) - Regulation - Privileges (MRP Part 21.A.263)	A DO shall operate privileges only when they have been invoked by the appropriate TAA or Commodity CE.	Yes
5850[08](11)070	[08]	Authorized	AMC	5850(11).70 - AMC - Privileges (MRP Part 21.A.263) - Invoking specific privileges	70. The DO should only operate privileges when they have had their competence assessed by the MAA, their Terms of Approval contain the relevant provision, and the privileges are invoked in writing by the TAA or Commodity CE.	Yes
5850[08](11)071	[08]	Authorized	AMC	5850(11).71 - AMC - Privileges (MRP Part 21.A.263) - Invoking specific privileges	71. Once invoked, the DO should be entitled, within its Terms of Approval and under the relevant procedures of the DMS, to operate the privilege to: a. Classify changes to design[17] and repairs[18] as Minor or Major. b. Approve Minor Changes[19] and minor repairs[20]. c. Issue information and instructions, containing the following statement: “The technical content of this documentation is approved under the authority of MAA DAOS ref. [UK.MAA.DAOS.xxxx],” where ‘xxxx’ represents the reference number. ►NB: This privilege should not be used for instructions relating to an unsafe condition[21], including ADs6 and SI(T)s[7].◄ d. To approve the flight conditions under which a MPTF (Development) can be issued[14], except for initial flights of: (1) A new type of Air System; or (2) An Air System modified by a Major Change; or (3) An Air System whose flight and / or piloting characteristics have been modified; or (4) An Air System dedicated to expanding the agreed flight envelope, as defined within an extant Release To Service[22] (RTS). e. Issue a MPTF (Development)[16] for an Air System it has designed or modified, or for which it has approved the conditions under which the MPTF (Development) can be issued and when the DO itself is controlling the configuration of the Air System under its scope of DO approval, noting that the Prilvileged DO cannot issue the intial MPTF (Development). [17] Refer to RA 5820(1): Classification of Changes in Type Design (MRP Part 21.A.91). [18] Refer to RA 5865(3): Classification of Repairs (MRP Part 21.A.435) . [19] Refer to RA 5820(3): Approval of Minor Changes (MRP Part 21.A.95). [20] Refer to RA 5865(5): Issue of a Repair Design Approval (MRP Part 21.A.435). [21] ►Refer to RA 5825 – Fault Reporting and Investigation.◄ [22] Refer to RA 1300 – Release To Service	Yes
5850[08](11)072	[08]	Authorized	AMC	5850(11).72 - AMC - Privileges (MRP Part 21.A.263) - Invoking specific privileges	72. The DO should develop its own internal procedures for the relevant privileges identified in paragraph 71, based on the requirements of Annex C.	Yes
5850[08](11)073	[08]	Authorized	AMC	5850(11).73 - AMC - Privileges (MRP Part 21.A.263) - Invoking specific privileges	73. The DO should assure the TAA or Commodity CE that any changes approved under the provision of any privilege that has been invoked are accurately classified.	Yes
5850[08](11)074	[08]	Authorized	AMC	5850(11).74 - AMC - Privileges (MRP Part 21.A.263) - Invoking specific privileges	74. The DO should assure the TAA or Commodity CE that there is a robust mechanism for managing the configuration control of the Air System or equipment for any changes approved under the provisions of any privilege that has been invoked.	Yes
5850[08](11)075	[08]	Authorized	AMC	5850(11).75 - AMC - Privileges (MRP Part 21.A.263) - Invoking specific privileges	75. The DO should provide the TAA or Commodity CE or their authorized representative a declaration that the change or repair has been approved.	Yes
5850[08](11)076	[08]	Authorized	AMC	5850(11).76 - AMC - Privileges (MRP Part 21.A.263) - Invoking specific privileges	76. The TAA or Commodity CE or their authorized representative should acknowledge receipt of declaration of approval.	No

5850[08](11)077	[08]	Authorized	AMC	5850(11).77 - AMC - Privileges (MRP Part 21.A.263) - Invoking specific privileges	77. The TAA or Commodity CE should make appropriate arrangements for Configuration Management in conjunction with the DO, to ensure that the application of design changes, including any SI(T) or SB to the same Air System or equipment, is managed effectively and is transparent to the Operating Duty Holder.	No
5850[07](11)078	[08]	Authorized	AMC	5850(11).78 - AMC - Privileges (MRP Part 21.A.263) - Invoking specific privileges	78. The privileges invoked should remain valid until such time as they are surrendered, suspended or revoked. In the situation where the individual invoking the privileges departs their post, the privileges invoked should remain valid for a maximum period of 3 months until such time as the new incumbent can re-assess the award of privileges. The privileges should be automatically revoked if not re-awarded within the 3 month period.	Yes
5850[08](12)	[08]	Authorized	Regulation	5850(12) - Regulation - Designs using Government Furnished Equipment	5850(12) The DO shall obtain the authority of the MOD before altering the design of any Government Furnished Equipment (GFE).	Yes
5850[08](12)083	[08]	Authorized	AMC	5850(12).83 - AMC - Designs using Government Furnished	83. If the DO has any doubt about the design suitability of any item, or has proposals for design changes, they should advise the MOD at the earliest opportunity.	Yes
5850[08](13)	[08]	Authorized	Regulation	5850(13) - Regulation - Record Keeping	5850(13) All relevant design information, drawings, test reports, including inspection records and Type Airworthiness Management information shall be held by the appropriate DO, and available if required.	Yes
5850[08](13)086	[08]	Authorized	AMC	5850(13).86 - AMC - Record Keeping	86. Such documentation should be held in order to provide the information necessary to ensure the Type Airworthiness of an Air System and be retained [23]. [23] Refer to RA 1225 – Air Safety Documentation Audit Trail.	Yes
5855	[06]	Authorized	RA Rationale	5855 - RA (issue 6) - Parts and Appliances (MRP Part 21 Subpart K)	Only approved Parts and Appliances ►will◄ be used on an Air System. The use of non-approved Parts and Appliances can lead to unforeseen consequences potentially jeopardizing Airworthiness. It is necessary to demonstrate the compliance of Parts and Appliances for use on an Air System with applicable Regulations and the Type Design criteria. This RA details the regulatory requirements relating to the approval of Parts and Appliances	No
5855(01)	[06]	Authorized	Regulation	5855(1) - Regulation - Compliance with Applicable Requirements (MRP Part 21.A.303)	The Type Airworthiness Authority (TAA)[1] shall ensure compliance with applicable requirements for Parts and Appliances to be installed in an Air System. 1 Where the Air System is ►not UK MOD-Owned, Type Airworthiness (TAw) management◄ regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model ►◄ ; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA	No
5855(01)001	[06]	Authorized	AMC	5855(1).1 - AMC - Compliance with Applicable Requirements (MRP Part 21.A.303)	The TAA should ensure the demonstration of compliance of Parts and Appliances to be installed in an Air System is made: a. In conjunction with the Type Certification procedures [2], [3] for the Product in which it is to be installed, or b. With an appropriate Certificate of Design approved under RA 5103[4]. c. Where applicable, under the (European) Technical Standard Order ((E)TSO)[5] authorization procedures [6], or d. In the case of standard parts[7], in accordance with (iaw) officially recognized standards. [2] Refer to RA 5810 – Military Type Certificate (MRP Part 21 Subpart B). [3] Refer to RA 5820 – Changes in Type Design (MRP Part 21 Subpart D). [4] Refer to RA 5103 – Certificate of Design. [5] The (E)TSO abbreviation should be taken to mean a Technical Standard Order (TSO) from the US or a European TSO. [6] Refer to RA 5875 – (European) Technical Standard Order (MRP Part 21 Subpart O). [7] Refer to MAA02: MAA Master Glossary	No
5855(02)	[06]	Authorized	Regulation	5855(2) - Regulation - Release of Newly Produced Parts and Appliances for Installation (MRP Part 21.A.307)	5855(2) The TAA shall ensure that a Part or Appliance, eligible for installation in an Air System operating in the Defence Air Environment is only ►authorized for installation when it has been assessed as being manufactured in conformity with approved design data◄, and it is: a. Accompanied by an authorized release certificate certifying that the item was manufactured in conformity to approved design data marked iaw RA 5885[5]; or b. A standard part. [5] The (E)TSO abbreviation should be taken to mean a Technical Standard Order (TSO) from the US or a European TSO.	No

5855(02)003	[06]	Authorized	AMC	5855(2).3 - AMC - Release of Newly Produced Parts and Appliances for Installation (MRP Part 21.A.307)	3. ►An Original Equipment Manufacturer Certificate of Compliance (CoC) or Authorized Release Certificate[8]◄ should be used as the release certificate identifying a newly produced Part or Appliance as serviceable. [8] Refer to RA 4809 – Acceptance of Components (MRP 145.A.42). ►◄	No
5865	[04]	Authorized	RA	5865 - RA (4) - Repairs (MRP Part 21 Subpart M)	During the design and development of materiel, consideration will be given to the possible need for repairs. It is important that only approved organizations undertake the design of such repairs. Failure to correctly control the repair process may result in unforeseen outcomes. Design Organizations (DO) whose terms of approval covers the classification or the design of repairs are subject to certain obligations relating to those approvals.	Yes
5865(01)	[04]	Authorized	Regulation	5865(1) - Regulation - Scope (MRP Part 21.A.431A)	The term “repair” shall be understood to mean the elimination of damage and / or restoration to an airworthy condition. The elimination of damage by replacement of Parts or Appliances without the necessity for design activity shall be considered as a Maintenance task and therefore require no approval under this Regulation.	Yes
5865(01)001	[04]	Authorized	AMC	5865(1).1 - AMC - Scope (MRP Part 21.A.431A)	Standard repairs that follow design data published in the Instructions for Sustaining Type Airworthiness (ISTA) [1], containing acceptable methods, techniques and practices for carrying out and identifying standard repairs, should require no additional approval under this Regulation. [1] Refer to RA 5815 – Instructions for Sustaining Type Airworthiness.	Yes
5865(02)	[04]	Authorized	Regulation	5865(2) - Regulation - Demonstration of Capability (MRP Part 21.A.432B)	The Type Airworthiness Authority (TAA) or Commodity Chief Engineer (CE) shall ensure that the DO holds an extant approval from the MAA under the Design Approved Organization Scheme (DAOS) covering the relevant scope of activities [2]. [2] Refer to RA 5850 – Military Design Approved Organization (MRP Part 21 Subpart J).	Yes
5865(02)003	[04]	Authorized	AMC	5865(2).3 - AMC - Demonstration of Capability (MRP Part 21.A.432B)	For Civilian-Owned / Civilian Operated Air Systems the Air System Sponsor has the opportunity to split Type Airworthiness (TAw) responsibility, with regards to repairs, between the TAA and a Type Airworthiness Manager (TAM), the TAA should provide advice to the Sponsor on the most appropriate split of TAw repair responsibilities [3], noting that a TAM should not authorize major repairs. 3 Where the Air System is ►not UK MOD-owned, Type Airworthiness (TAw) management◄ regulatory responsibility by either the TAA or TAM needs to be agreed within the Sponsor’s approved model ►◄ ; refer to RA 1162 - Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 - Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA.	No
5865(02)004	[04]	Authorized	AMC	5865(2).4 - AMC - Demonstration of Capability (MRP Part 21.A.432B)	The TAA or Commodity CE should enable a direct interface between the Product, Part, Appliance, Airborne Equipment and Air Launched Weapons DO and the DO designing the repair for the availability of appropriate Design Records and the timely provision of Design advice when requested by the DO designing the repair.	No
5865(02)005	[04]	Authorized	AMC	5865(2).5 - AMC - Demonstration of Capability (MRP Part 21.A.432B)	The DO should have the appropriate Design Records and staff to Design and conduct airworthy repair schemes.	Yes
5865(03)	[04]	Authorized	Regulation	5865(3) - Regulation - Classification of Repairs (MRP Part 21.A.435)	A repair shall be classified major or minor either by the TAA or by a privileged DO [4]. [4] Invoked in accordance with (iaw) RA 5850 – Military Design Approved Organization (MRP Part 21 Subpart J).	Yes
5865(03)007	[04]	Authorized	AMC	5865(3).7 - AMC - Classification of Repairs (MRP Part 21.A.435)	A new repair should be classified as major if the result on the approved Type Design has an appreciable effect on structural performance, weight, balance, Systems, operational characteristics or other characteristics affecting the Airworthiness of the Product, Part or Appliance.	Yes
5865(03)008	[04]	Authorized	AMC	5865(3).8 - AMC - Classification of Repairs (MRP Part 21.A.435)	A repair should be classified as major if it needs extensive static, fatigue and damage tolerance strength justification and / or testing in its own right, or if it needs methods, techniques or practices that are unusual (ie unusual material selection, heat treatment, material processes, jigging diagrams, etc).	Yes
5865(03)009	[04]	Authorized	AMC	5865(3).9 - AMC - Classification of Repairs (MRP Part 21.A.435)	Repairs that require a re-assessment and re-evaluation of the original certification substantiation data to ensure that the Air System still complies with all the relevant requirements should be considered major repairs.	Yes
5865(03)010	[04]	Authorized	AMC	5865(3).10 - AMC - Classification of Repairs (MRP Part 21.A.435)	The DO should provide a recommended classification, with supporting justification, to the TAA for all major repairs.	Yes
5865(03)011	[04]	Authorized	AMC	5865(3).11 - AMC - Classification of Repairs (MRP Part 21.A.435)	For major repairs, the TAA should consider if a Change to the Type Design [5] is a better solution than repairing the Air System. [5] Refer to RA 5820 – Changes in Type Design.	No
5865(04)	[04]	Authorized	Regulation	5865(4) - Regulation - Repair Design (MRP Part 21.A.433)	The applicant for approval of a repair Design shall demonstrate its compliance with the Type Certification Basis (TCB) plus any amendments to the TCB.	Yes

5865(04)015	[04]	Authorized	AMC	5865(4).15 - AMC - Repair Design (MRP Part 21.A.433)	A repair to a (European) Technical Standard Order ((E)TSO) [7] article should be treated as a change to the (E)TSO design and should be processed iaw the issuing authority procedures. [7] The (E)TSO abbreviation should be taken to mean a TSO from the USA or a European TSO.	Yes
5865(04)016	[04]	Authorized	AMC	5865(4).16 - AMC - Repair Design (MRP Part 21.A.433)	The applicant for approval of a repair design should submit all necessary substantiation data (eg analysis, calculations or tests) to the TAA [8]. [8] Note not applicable for minor repairs approved under privilege.	Yes
5865(04)017	[04]	Authorized	AMC	5865(4).17 - AMC - Repair Design (MRP Part 21.A.433)	The TAA should consider the implications of a repair scheme embodied that does not restore static strength, stiffness, fatigue life, functionality and Airworthiness to the original design levels, in order that consideration can be given to the need for an amendment to the Air System Release To Service (RTS).	Yes
5865(04)018	[04]	Authorized	AMC	5865(4).18 - AMC - Repair Design (MRP Part 21.A.433)	Any repair not meeting design limitations should be recorded and agreed with the TAA.	Yes
5865(04)019	[04]	Authorized	AMC	5865(4).19 - AMC - Repair schemes	The DO should respect any extant design limits and comply with the following requirements: a. The DO should notify the TAA where an RTS limitation may be necessary following the incorporation of an approved repair scheme. b. Where there is a repair any limitations prescribed by the Air System DO or Air System Delivery Team (DT) for structure, aerodynamics, weight, CofG, and Systems (including software) should be respected. Designs should not transgress such limitations without the written technical agreement of the Air System DO for the Air System concerned. c. Arrangements should exist for all repair schemes, where technical advice or written technical agreement is required, as defined by paragraph 19b above, to be passed to the Air System DO. The Air System DO should provide advice as to whether or not the proposed repair transgresses the prescribed design limitations. d. The DO should seek the written approval of the TAA to design any repair where the Air System DO advise that prescribed design limitations will be transgressed.	Yes
5865(04)020	[04]	Authorized	AMC	5865(4).20 - AMC - Repair schemes	In designing Air System repairs the DO should comply with the following requirements: a. The Air System DO should be consulted by the DO designing the repair when there is no valid precedent, principle, DO Repair Instruction or sufficient evidence to prove restoration with the TCB. b. A complete list of all repair schemes, and consequently changes to the Air System build standard, should be forwarded to the DT for the Air System affected, for configuration management purposes and Maintenance of any Design Records. c. Consideration should be given to whether the approved repair scheme has a sufficiently wide application to be included in the ISTA [1]. [1] Refer to RA 5815 – Instructions for Sustaining Type Airworthiness.	Yes
5865(04)021	[04]	Authorized	AMC	5865(4).21 - AMC - Repair schemes	Repair schemes should individually identify the designing DO.	Yes
5865(04)022	[04]	Authorized	AMC	5865(4).22 - AMC - Repair Design substantiation data	Relevant substantiation data associated with the design of a new major repair and record keeping should include: a. Damage identification and reporting source. b. Major repair design approval sheet identifying applicable specifications and references of justifications. c. Repair drawing and / or instructions and scheme identifier. d. Correspondence with the TAA, DO or (E)TSO approval holder, if its advice on the design has been sought. e. Structural justification (static strength, fatigue, damage tolerance, flutter etc) or references to this data. f. Effect on the Air System, engines and / or Systems (performance, flight handling, etc as appropriate). g. Effect on the Maintenance schedule. h. Effect on Airworthiness limitations, the Flight Manual and the Operating Manual. i. Weight and balance change. j. Special test requirements.	Yes
5865(04)023	[04]	Authorized	AMC	5865(4).23 - AMC - Repair Design substantiation data	Relevant minor repair documentation should include paragraphs 22a and 22c. Other points of paragraph 22 should be included where necessary. If the repair is outside the approved Type Design, justification for classification should be provided.	Yes
5865(05)	[04]	Authorized	Regulation	5865(5) - Regulation - Issue of a Repair Design Approval (MRP Part 21.A.435)	The TAA shall ensure that the repair design complies with the applicable TCB prior to approval.	Yes

5865(05)028	[04]	Authorized	AMC	5865(5).28 - AMC - Issue of a Repair Design Approval (MRP Part 21.A.435)	The approval for major repair designs should be issued only: a. By the TAA. b. For minor repairs by the TAA or by an appropriately privileged DO.	Yes
5865(05)029	[04]	Authorized	AMC	5865(5).29 - AMC - Issue of a Repair Design Approval (MRP Part 21.A.435)	In order for the TAA to approve repair designs the following should be applicable: a. The TCB for the Product, Part or Appliance to be repaired has been identified together with all other relevant requirements. b. All records and substantiation data including documents showing compliance with all relevant Certification Specifications are held for review by the MAA.	Yes
5865(05)030	[04]	Authorized	AMC	5865(5).30 - AMC - Issue of a Repair Design Approval (MRP Part 21.A.435)	All major repairs should be accompanied with a Certificate of Design (CofD) and installation instructions [10]. [10] Note: A minor repair has no appreciable effect on Airworthiness as it is returning the item to the approved certification basis, a CofD will not be required for a minor repair.	Yes
5865(05)031	[04]	Authorized	AMC	5865(5).31 - AMC - Issue of a Repair Design Approval (MRP Part 21.A.435)	A summary list of all repair approvals should be provided to the TAA on a regular basis as agreed.	Yes
5865(05)032	[04]	Authorized	AMC	5865(5).32 - AMC - Air Systems Type Certified by the MAA	The TAA should seek MAA approval in cases of major repairs proposed by DO approval holders, if the major repair is: a. Related to new interpretation of the Certification Specifications as used for Type Certification. b. Related to different means of compliance from that used for Type Certification. c. Related to the application of Certification Specifications different from that used for Type Certification.	No
5865(06)	[04]	Authorized	Regulation	5865(6) - Regulation - Production of Repair Parts (MRP Part 21.A.439)	Parts and Appliances to be used for the repair shall be manufactured iaw production data based upon all the necessary Design data as provided by the DO: a. By an appropriately recognized [11] Production Organization (PO); or b. By an Approved Maintenance Organization (AMO) [12], or a Military Maintenance Organization (MMO) [13]. [11] Refer to RA 5835 – Production Organizations (MRP Part 21 Subpart G). [12] Refer to RA 4800 to RA 4821 (MRP Part 145). [13] Refer to RA 4809 – Acceptance of Components (MRP 145.A.42).	Yes
5865(06)037	[04]	Authorized	AMC	5865(6).37 - AMC - Production of Repair Parts (MRP Part 21.A.439)	Parts or Appliances used for the repair should be appropriately marked [14]. [14] Refer to RA 5885 – Identification of Products, Parts and Appliances (MRP Part 21 Subpart Q).	Yes
5865(07)	[04]	Authorized	Regulation	5865(7) - Regulation - Repair Embodiment (MRP Part 21.A.441)	The embodiment of a repair shall be made: a. By an appropriately recognized [11] PO; or b. By an AMO [15] or MMO using the necessary installation instructions issued by the TAA or a privileged DO [16]. [11] Refer to RA 5835 – Production Organizations (MRP Part 21 Subpart G). [15] Appropriately approved iaw RA 4800 – RA 4821 (MRP Part 145). [16] Where there is a Continuing Airworthiness Management Organization, these instructions are to be transmitted through them to the AMO or MMO.	Yes
5865(07)039	[04]	Authorized	AMC	5865(7).39 - AMC - Repair Embodiment (MRP Part 21.A.441)	The TAA or a privileged DO should transmit to the organization performing the repair all the necessary installation instructions.	Yes
5865(08)	[04]	Authorized	Regulation	5865(8) - Regulation - Limitations (MRP Part 21.A.443)	The instructions and any limitations for a repair design shall be submitted by the repair design approval holder to the TAA.	Yes
5865(08)041	[04]	Authorized	AMC	5865(8).41 - AMC - Limitations (MRP Part 21.A.443)	Any limitations associated with major repairs should be identified in the CofD [17]. [17] Refer to RA 5103 – Certificate of Design.	Yes
5865(09)	[04]	Authorized	Regulation	5865(9) - Regulation - Unrepaired Damage (MRP Part 21.A.445)	When a damaged Product, Part or Appliance is left unrepaired and is not covered by previously approved data, the TAA or a privileged DO shall approve its continued use.	Yes
5865(09)043	[04]	Authorized	AMC	5865(9).43 - AMC - Unrepaired Damage (MRP Part 21.A.445)	When the DO evaluates the unrepaired damage for its Airworthiness consequences, they should inform the TAA.	Yes

5865(09)044	[04]	Authorized	AMC	5865(9).44 - AMC - Unrepaired Damage (MRP Part 21.A.445)	When the organization evaluating the unrepaired damage is neither the TAA nor the DO, this organization should justify that the information on which the evaluation is based is adequate either from its own resources or through an arrangement with the original DO.	Yes
5865(09)045	[04]	Authorized	AMC	5865(9).45 - AMC - Unrepaired Damage (MRP Part 21.A.445)	The TAA should evaluate the unrepaired damage for Airworthiness consequences and if in any doubt, should consult with the DO.	Yes
5865(10)	[04]	Authorized	Regulation	5865(10) - Regulation - Record Keeping (MRP Part 21.A.447)	For each repair, all relevant design information, drawings, test reports, instructions and limitations issued iaw RA 5865, justification for classification and evidence of the repair design approval, shall: a. Be held by the repair design approval holder at the disposal of the TAA.	No
5865(10)048	[04]	Authorized	AMC	5865(10).48 - AMC - Record Keeping (MRP Part 21.A.447)	Nil.	No
5875	[05]	Authorized	RA Rationale	5875 - RA (Issue 5) - (European) Technical Standard Order (MRP Part 21 Subpart O)	A Technical Standard Order (TSO) or (European) TSO ((E)TSO) [1] is a detailed design specification issued by a recognized Certification body detailing the essential requirements for an article [2] to be (E)TSO approved. Although the MAA does not issue a (E)TSO, the Type Airworthiness Authority (TAA) or Type Airworthiness Manager (TAM) can utilize an (E)TSO from another recognized Certification authority. (E)TSOs are only issued for articles that were designed for civil use, although they may be fitted to military Air Systems. Whilst the (E)TSO details how the article meets a minimum performance standard, the suitability of the article for integration or use on the Air System is not guaranteed and its use may still pose a risk to the Air System's Airworthiness. This RA ensures that appropriate consideration is given to the technical conditions of the (E)TSO article with regard to its intended use. [1] The (E)TSO abbreviation can be taken to mean a TSO from the USA, UK or a European TSO. With the departure of the UK from the EU, the Civil Aviation Authority (CAA) can commence issuing TSO Approvals. These will be named UK Technical Standing Order Approvals (UKTSOA). [2] For the purposes of the RA 5800 series, an 'article' means any Parts and Appliances (including Government Furnished Equipment) to be used on military Air Systems.	No
5875(01)	[05]	Authorized	Regulation	5875(1) - Regulation - (European) Technical Standard Order	The TAA [3] shall ensure that the technical conditions of the (E)TSO article are suitable for the intended use in or on the Air System. 3 Where the Air System is ►not UK MOD-owned, Type Airworthiness (TAw) management◄ regulatory responsibility by either the TAA or TAM needs to be agreed within the Sponsor's approved model ►◄ ; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA.	No
5875(01)001	[05]	Authorized	AMC	5875(1).1 - AMC - (European) Technical Standard Order	The TAA should ensure they have verified the (E)TSO design specification is suitable for the intended use in or on the Air System and should ensure they have received and reviewed the article's Declaration of Design and Performance (DDP).	No
5875(01)002	[05]	Authorized	AMC	5875(1).2 - AMC - (European) Technical Standard Order	The TAA should ensure the replacement or repair of an article is evaluated for its effect on the Type Airworthiness Safety Assessment [4] and Air System Type Certification Basis [5]. [4] Refer to ►RA 5012 – Type Airworthiness Safety Assessment.◄. [5] Refer to RA 5820 – Changes in Type Design (MRP Part 21 Subpart D).	No
5880	[09]	Authorized	RA Rationale	5880 - RA (Issue 9) - Military Permit to Fly (Development) (MRP Part 21 Subpart P)	A Military Permit to Fly (MPTF) (Development) is required for all Air Systems operating in the Development and Special Case Flying categories of the Defence Air Environment (DAE) Operating Categories1 where ►no extant◄ Release To Service (RTS) or MPTF (In-Service)2 or MPTF (Special Case Flying) ►exists,◄ and the Air System is capable of safe flight under defined conditions. It is important to clearly define the design and flight conditions approved under an MPTF (Development), without these conditions, there is a Risk that the safe operation of the Air System may be reduced with the potential for an Accident or Incident. This RA defines the rules governing the production of an MPTF (Development) and the obligations of the MPTF (Development) applicant.A Military Permit to Fly (MPTF) (Development) is required for all Air Systems operating in the Development and Special Case Flying categories of the Defence Air Environment (DAE) Operating Categories1 where ►no extant◄ Release To Service (RTS) or MPTF (In-Service)2 or MPTF (Special Case Flying) ►exists,◄ and the Air System is capable of safe flight under defined conditions. It is important to clearly define the design and flight conditions approved under an MPTF (Development), without these conditions, there is a Risk that the safe operation of the Air System may be reduced with the potential for an Accident or Incident. This RA defines the rules governing the production of an MPTF (Development) and the obligations of the MPTF (Development) applicant. [1] Refer to RA 1160 – The Defence Air Environment Operating Framework. [2] Refer to RA 1305 – Military Permit to Fly (In-Service) (Special Case Flying) and (Single Task).	No
5880(00)001	[09]	Authorized	Definitions	Definitions Relevant to this RA	1. MPTF (Development). The MPTF (Development) is designed to enable Test and Evaluation (T&E)[3] activity prior to the Air System being In-Service, or when the Air System is undergoing design change or upgrade which requires the Air System to be evaluated or assessed in order to generate evidence in support of the Air System Safety Case (ASSC)[4]. The MPTF will be applicable to Air Systems operating in the Military Operated (Development) and Civilian Operated (Development) and Special Case Flying Operating Categories[1]. [3] Refer to RA 2370 – Test and Evaluation. [4] Refer to RA 1205 – Air System Safety Cases.	
5880(00)002	[09]	Authorized	Definitions	Definitions Relevant to this RA	2. Operator. The term Operator can be read as Aviation Duty Holder (ADH) or Accountable Manager (Military Flying) (AM(MF).	
5880(01)	[09]	Authorized	Regulation	5880(1) - Regulation - Military Permit to Fly	5880(1) An MPTF (Development) shall be required for all Air Systems operating within the DAE for developmental purposes, where there is not a valid RTS or MPTF (InService) or MPTF (Special Case Flying) in place, or the operation is outside the flight conditions permitted by an extant RTS or MPTF (In-Service) or MPTF (Special Case Flying).	No

5880(01)003	[09]	Authorized	AMC	5880(1).4 - AMC - Military Permit to Fly (Development)	For Civilian-Owned and Civilian Operated Air Systems the Air System Sponsor [5] has the opportunity to delegate Type Airworthiness (TAw) responsibility, with regards to MPTF (Development), between the Type Airworthiness Authority (TAA) and a Type Airworthiness Manager (TAM)[6] , noting that a TAM►7◄ should not approve the initial issue of MPTF (Development) for Civilian Operated (Development) Air Systems. 5 Refer to RA 1019 – Sponsor of Military Registered Civilian-Owned and Civilian Operated Air Systems - Air Safety Responsibilities. 6 Where the Air System is ►not UK MOD-owned, Type Airworthiness (TAw) management◄ regulatory responsibility by either the TAA or TAM needs to be agreed within the Sponsor's approved model ►◄; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA. 7 ►For Open Category Remotely Piloted Air Systems (RPAS), where there is no TAA / TAM, the RPAS Responsible Officer / RPAS Accountable Manager fulfils the RA 5880 TAA / TAM role.◄	No
5880(02)	[09]	Authorized	Regulation	5880(2) - Regulation - Military Permit to Fly (Development) Procedure (MRP	5880(2) An MPTF (Development) applicant shall supply all the required supporting evidence to the TAA, or an appropriately privileged Design Organization (DO) for review, prior to the issue of an MPTF (Development).	No
5880(02)005	[09]	Authorized	AMC	5880(2).6 - AMC - Military Permit to Fly (Development) Procedure (MRP Part 21.A.707)	5. The MPTF (Development) should state the Definition, Airworthiness, Safety and Limitations of the Air System to be flown. An application for an MPTF (Development) should be in the format available on the MAA websites.	No
5880(02)006	[09]	Authorized	AMC	5880(2).7 - AMC - Military Permit to Fly (Development) Procedure (MRP Part 21.A.707)	6. In support of the request for an MPTF (Development), the applicant should submit a signed Declaration of Compliance (DofC) to the TAA or privileged DO. The DofC should include evidence that the Air System has been inspected and tested, as required, to determine that it is airworthy and that no features or characteristics make it unsafe for its intended use. The content of a DofC is defined in ►the Military Permit to Fly – Declaration of Compliance Form[8]. [8] The Military Permit to Fly – Declaration of Compliance Form is available on the MAA website.	No
5880(02)008	[09]	Authorized	AMC	5880(2).8 - AMC - Military Permit to Fly (Development) Procedure (MRP Part 21.A.707)	8. For a new Air System or Major Change in Type Design[9], the DofC should be supported by a valid Certificate of Design (CofD)[10]. [9] Refer to RA 5820 – Changes in Type Design (MRP Part 21 Subpart D). [10] Refer to RA 5103 – Certificate of Design.	No
5880(02)009	[09]	Authorized	AMC	5880(2).9 - AMC - Military Permit to Fly (Development) Procedure (MRP Part 21.A.707)	9. Where the applicant and the authorizer are the same entity then there should be an independent check[11] to verify the supplied evidence. Evidence of the independent check should be recorded and available for review at request by the MAA. [11] Independence is one of four pillars of Airworthiness as detailed in ►RA 1200 – Air Safety Management.◄.	No
5880(02)010	[09]	Authorized	AMC	5880(2).10 - AMC - Military Permit to Fly (Development) Procedure (MRP Part 21.A.707) - Procedure	10. The TAA or the privileged DO should ensure that the nominated Operator is endorsed to conduct the proposed T&E flying[3].	No
5880(02)011	[09]	Authorized	AMC	5880(2).11 - AMC - Military Permit to Fly (Development) Procedure (MRP Part 21.A.707) - Procedure	11. The terms of the DO approval[12] and Contractor Flying Organization approval[13] should include the type of Air System for which an MPTF (Development) is being sought. [12] Refer to RA 5850 – Military Design Approved Organization (MRP Part 21 Subpart J). [13] Where applicable refer to RA 2501 – Contractor Flying Approved Organization Scheme.	No
5880(02)012	[09]	Authorized	AMC	5880(2).12 - AMC - Military Permit to Fly (Development) Procedure (MRP Part 21.A.707) - Flight trials of Non-Production Standard Propulsion Systems	12. Where the MPTF (Development) is required for flight trials of a Non-Production Standard Propulsion System, including a new design type, or unapproved changes, the Propulsion System DO should demonstrate in their Safety Assessment, that sufficient testing and analysis has been completed to establish the conditions for safe flight and confidence that an in-flight Hazard is unlikely to occur, for Non-Production Standard Propulsion System Flight Clearance[14]. [14] Refer to Def-Stan 00-970 – Certification Standard for Service Aircraft.	No

5880[09](02)013	[09]	Authorized	AMC	5880(2).13 - AMC - Military Permit to Fly (Development) Procedure (MRP Part 21.A.707) - Flight trials of Non-Production Standard Propulsion Systems	13. The establishment of flight conditions should be defined by the Propulsion System DO and provided to the Air SystemDO; in this context, Propulsion System DO acts as a supplier of the Air System DO.	No
5880(02)014	[09]	Authorized	AMC	5880(2).14 - AMC - Military Permit to Fly (Development) Procedure (MRP Part 21.A.707) - Flight trials of Non-Production Standard Propulsion Systems	14. These conditions should be established and substantiated under an arrangement between the Propulsion System DO and the Air System DO. However, the Air System DO should take responsibility for the establishment and substantiation of the flight conditions for the Air System, including its engine(s).	No
5880(02)015	[09]	Authorized	AMC	5880(2).15 - AMC - Military Permit to Fly (Development) Procedure (MRP Part 21.A.707) - Flight trials of Non-Production Standard Propulsion Systems	15. On completion of the Non-Production Standard Propulsion System Flight Clearance, and prior to commencing flight, taxiing or ground running trials, the Propulsion System DO should submit a Flight Clearance Note►15◄ to the MPTF ►(Development)◄ applicant for subsequent counter-signature by the TAA or the privileged DO. This document should be attached to the CofD and should detail the operating limitations. The submission should be supported by a statement to define the configuration. [15] ►The Flight Clearance Note is available on the MAA website.◄	No
5880(02)016	[09]	Authorized	AMC	5880(2).16 - AMC - Military Permit to Fly (Development) Procedure (MRP Part 21.A.707) - Flight trials of ALW	16. Where the MPTF (Development) is required for an Air System to evaluate an armament store or ALW system the applicant should: a. a. Provide evidence, in the DofC submitted in support of the MPTF ►(Development)◄, or any amendment thereto, that the airborne armament store or ALW DO has provided a CofD with respect to any carriage, firing, launch / release or jettison limitations. b. Demonstrate compliance with RA 1350(2)[16]. [16] Refer to RA 1350(2): Air Launched Weapons not requiring an Air Launched Weapon Release Certificate.	No
5880(02)017	[09]	Authorized	AMC	5880(2).17 - AMC - Military Permit to Fly (Development) Procedure (MRP Part 21.A.707) - MPTF (Development) Signatures	17. The applicant should declare that the submitted information is complete and accurate by signing the applicant section of the MPTF (Development) statement.	No
5880[09](02)018	[09]	Authorized	AMC	5880(2).18- AMC - Military Permit to Fly (Development) Procedure (MRP Part 21.A.707) - MPTF (Development)	18. The Air System DO's approved signatory[12], or approved signatory of the DO appointed as an integrator by the TAA[17], should declare, by signing the DO section of the MPTF (Development) statement, that the supporting evidence has been reviewed and that the Air System is airworthy for the intended use. [17] Refer to RA 1005 – Contracting with Competent Organizations.	No
5880(02)019	[09]	Authorized	AMC	5880(2).19 - AMC - Military Permit to Fly (Development) Procedure (MRP Part 21.A.707) - MPTF (Development) Signatures	19. The Operator should declare they are able to conduct the defined flight trials and will comply with all flight conditions, by signing the MPTF (Development) statement.	No

5880(02)020	[09]	Authorized	AMC	5880(2).20 - AMC - Military Permit to Fly (Development) Procedure (MRP Part 21.A.707) - MPTF (Development) Signatures	20. In signing the MPTF (Development) the TAA or privileged DO should approve the flight conditions and declare acceptance of the activity for which the applicant has requested the MPTF (Development).	No
5880(02)021	[09]	Authorized	AMC	5880(2).21 - AMC - Military Permit to Fly (Development) Procedure (MRP Part 21.A.707) - MPTF (Development) Signatures	21. The MPTF (Development) should be signed iaw this procedure before the first flight of the proposed flying programme can commence, including taxiing, or ground running trials.	No
5880(03)	[09]	Authorized	Regulation	5880(3) - Regulation - Flight Conditions (MRP Part	5880(3) The conditions for safe flight shall be determined by the TAA or the privileged DO.	No
5880(03)028	[09]	Authorized	AMC	5880(3).28 - AMC - Flight Conditions (MRP Part 21.A.708)	28. The flight conditions specified in the DofC which forms part of the MPTF (Development) should be determined on the principles set out in the Certification Specification applicable to the Air System design.	No
5880(03)029	[09]	Authorized	AMC	5880(3).29 - AMC - Flight Conditions (MRP Part 21.A.708)	29. The determination of flight conditions should include: a. The conditions or restrictions put on itineraries, operating bases or airspace required for the flight(s). b. The conditions and restrictions put on the ►Aircrew◄ to fly the Air System. c. The restrictions regarding carriage of persons other than ►Aircrew◄. d. The operating limitations, specific procedures or technical conditions to be met (which may include the restrictions regarding carriage / release / firing of ALW). e. The specific flight test programme. f. The specific Continuing Airworthiness arrangements and the governance under which they will be performed.	No
5880(03)030	[09]	Authorized	AMC	5880(3).30 - AMC - Flight Conditions (MRP Part 21.A.708)	30. The flight conditions should take into account the qualifications and competence of the Air System ►Aircrew◄ and flight test engineers as appropriate.	No
5880(03)031	[09]	Authorized	AMC	5880(3).31 - AMC - Flight Conditions (MRP Part 21.A.708)	31. If at any time after an MPTF (Development) has been issued, the applicant becomes aware of evidence that necessitates a restriction on existing limitations, the applicant should immediately advise the TAA or the privileged DO.	No
5880(03)032	[09]	Authorized	AMC	5880(3).32 - AMC - Flight Conditions (MRP Part 21.A.708)	32. Where the restriction may affect other Operators of similar type Air Systems, the applicant should inform the relevant TAA.	No
5880(04)	[09]	Authorized	Regulation	5880(4) - Regulation - Approval of Flight Conditions (MRP Part 21.A.710)	5880(4) The flight conditions shall be approved by the TAA or where applicable, the privileged DO.	No
5880(04)039	[09]	Authorized	AMC	5880(4).39 - AMC - Approval of Flight Conditions (MRP Part 21.A.710)	39. The TAA or the privileged DO should be satisfied that the Air System is capable of safe flight under the specified conditions and limitations.	No
5880(04)040	[09]	Authorized	AMC	5880(4).40 - AMC - Approval of Flight Conditions (MRP Part 21.A.710)	40. The appropriate ADH or AM(MF) should satisfy themselves that the RtL of the proposed flying activity is ALARP and Tolerable.	No
5880(05)	[09]	Authorized	Regulation	5880(5) - Regulation - Issue of a Military Permit to Fly (Development) (MRP Part 21.A.711)	5880(5) The MPTF (Development) shall be issued to the applicant by the TAA[6] or where applicable, the privileged DO. The initial issue of an MPTF (Development) shall only be approved by a TAA. [6] Where the Air System is Civilian-Owned, ownership of regulatory responsibility by either the TAA or TAM needs to be agreed within the Sponsor's approved model for TAw management; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA.	No

5880(05)042	[09]	Authorized	AMC	5880(5).42 - AMC - Issue of a Military Permit to Fly (Development) (MRP Part	42. The MPTF (Development) should specify the purpose(s) and any conditions and limitations approved under RA 5880(4).	No
5880(05)043	[09]	Authorized	AMC	5880(5).43 - AMC - Issue of a Military Permit to Fly (Development) (MRP Part	43. All evidence supporting the application should be reviewed prior to issue of the MPTF (Development).	No
5880(05)046	[09]	Authorized	AMC	5880(5).44- AMC - Issue of a Military Permit to Fly (Development) (MRP Part 21.A.711)	44. The initial issue of the MPTF (Development) should be approved by the TAA (or their approved representative); a privileged DO may issue subsequent versions of MPTF (Development)[18]. [18] Refer to RA5850(11): Privileges (MRP Part 21.A.263).	No
5880(05)045	[09]	Authorized	AMC	5880(5).45 - AMC - Issue of a Military Permit to Fly (Development) (MRP Part	45. The TAA or the privileged DO issuing the MPTF (Development) should revoke the permit if there is evidence that any of the conditions specified in RA 5880(9) are not met.	No
5880[06](06)	[09]	Authorized	Regulation	5880(6) - Regulation - Changes (MRP Part 21.A.713)	5880(6) Any change that invalidates the flight conditions or associated substantiation established for the MPTF (Development) shall be approved by the TAA or the privileged DO.	No
5880(06)047	[09]	Authorized	AMC	5880(6).47 - AMC - Changes (MRP Part 21.A.713)	47. The applicant should apply to the TAA or the privileged DO for a new or amended MPTF (Development) when there are changes to the evidence contained in the DofC relating to: limitations, Airworthiness, Safety or configuration.	No
5880(06)048	[09]	Authorized	AMC	5880(6).48 - AMC - Changes (MRP Part 21.A.713)	48. If changes to the data attached to the MPTF (Development) are required, the change to the MPTF ►(Development)◄ should be approved and issued by the TAA or the privileged DO[19]. [19] MPTF Amendment Statement is available on the MAA websites.	No
5880](07)	[09]	Authorized	Regulation	5880(7) - Regulation - Transferability (MRP Part 21.A.719)	5880(7) An MPTF (Development) shall not be transferable.	No
5880(07)051	[09]	Authorized	AMC	5880(7).51 - AMC - Transferability (MRP Part 21.A.719)	51. If there is a proposed change of holder, ownership and / or a change of register a new application should be submitted iaw RA 5880(2).	No
5880(08)	[09]	Authorized	Regulation	5880(8) - Regulation - Inspections (MRP Part 21.A.721)	5880(8) The holder of, or applicant for, an MPTF (Development) shall provide access to the Air Systems concerned at the request of the TAA or the privileged DO.	No
5880(08)053	[09]	Authorized	AMC	5880(8).55 - AMC - Inspections (MRP Part 21.A.721)	53. Nil.	No
5880(09)	[09]	Authorized	Regulation	5880(9) - Regulation - Validity of Approval (MRP Part 21.A.723)	5880(9) An MPTF (Development) shall remain valid for a stated period.	No
5880[09](09)055	[09]	Authorized	AMC	5880(9).55 - AMC - Validity of Approval (MRP Part 21.A.723)	55. The MPTF (Development) should continue to be valid for the stated period providing the Air System remains in compliance with the specific conditions and limitations of RA 5880, the MPTF (Development) has not been suspended or revoked, and the Air System remains on the UK Military Aircraft Register.	No
5880(09)056	[09]	Authorized	AMC	5880(9).56 - AMC - Validity of Approval (MRP Part 21.A.723)	56. Upon suspension or revocation, the MPTF (Development) should be marked in such a way that it cannot be re-used.	No
5880(10)	[09]	Authorized	Regulation	5880(10) - Regulation - Renewal of Military Permit to Fly (Development) (MRP Part	5880(10) A renewal of the MPTF (Development) shall be approved by the TAA or the privileged DO.	No

5880(10)058	[09]	Authorized	AMC	5880(10).58 - AMC - Renewal of Military Permit to Fly (Development) (MRP Part 21.A.725)	58. The renewal of the MPTF (Development) should be processed as a change iaw RA 5880(6).	No
5880(11)	[09]	Authorized	Regulation	5880(11) - Regulation - Obligations of the Holder of a Military Permit to Fly (Development) (MRP Part	5880(11) The holder of an MPTF (Development) shall ensure that all the conditions and limitations associated with the permit are satisfied, maintained and provided to the Operator.	No
5880(11)060	[09]	Authorized	AMC	5880(11).60 - AMC - Obligations of the Holder of a Military Permit to Fly (Development) (MRP Part	60. Following signature by the TAA or the privileged DO, the MPTF (Development) document and any amendments and revisions thereto, should be returned to the holder of the MPTF (Development).	No
5880(11)061	[09]	Authorized	AMC	5880(11).61 - AMC - Obligations of the Holder of a Military Permit to Fly (Development) (MRP Part	61. The holder of the MPTF (Development) should distribute copies of the MPTF (Development) and any amendments and revisions thereto to the Air System Operators and other agencies involved in the conduct of the associated flight testing of the Air System as required.	No
5880(12)	[09]	Authorized	Regulation	5880(12) - Regulation - Record Keeping (MRP Part 21.A.729)	5880(12) All documents produced to establish and justify the flight conditions shall be held by the applicant or holder of the MPTF (Development), as appropriate, at the disposal of the TAA or the privileged DO, in order to provide the information necessary to ensure the continued Airworthiness of the Air System.	No
5880(12)063	[09]	Authorized	AMC	5880(12).63 - AMC - Record Keeping (MRP Part 21.A.729)	63. A historical record of the original MPTF (Development) and subsequent amendments, and the substantiations determined in the application of the MPTF (Development) should be held[20] in order to provide the information necessary to ensure the continued Airworthiness of the Air System. [20] Refer to RA 1225 – Air Safety Documentation Audit Trail.	No
5885	[04]	Authorized	RA	5885 - RA (Issue 4) - Identification of Products, Parts and Appliances (MRP Part 21 Subpart Q)	To comply with configuration control requirements, each Product, Part or Appliance to be fitted on an Air System needs to be individually identified. There are important safety, operational and economic benefits if the possibility of recurrent failure of a Product, Part or Appliance can be confined to identifiable material batches, components, equipment or Aircraft. Furthermore unidentifiable Parts and Appliances lack traceability and thus can lead to excessive Maintenance and economic burden in rectifying Airworthiness concerns, or increased Airworthiness risk if applicable Products, Parts or Appliances cannot be identified and issues rectified. To prevent this, RA 5885 requires the identification and traceability of all Products, Parts and Appliances.	Yes
5885(01)	[04]	Authorized	Regulation	5885(1) - Regulation - Identification of Products (MRP Part 21.A.801)	The Type Airworthiness Authority (TAA)[1] shall ensure that identification of Products includes the specific information of the Manufacturer's name, Product designation, and the Manufacturer's Serial Number. 1 Where the Air System is ►not UK MOD-owned, Type Airworthiness (TAw) management◄ regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model ►◄; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA.	Yes
5885(01)001	[04]	Authorized	AMC	5885(1).1 - AMC - Identification of Products (MRP Part 21.A.801)	Any organization that manufactures an aircraft or engine should identify that aircraft or engine by means of a fireproof plate that has the information specified in RA 5885(1) marked on it by etching, stamping, engraving, or other approved method of fireproof marking. The identification plate should be secured in such a manner that it is accessible, legible and not likely to be defaced or removed during normal service (including maintenance), or lost or destroyed in an accident.	Yes
5885(01)002	[04]	Authorized	AMC	5885(1).2 - AMC - Identification of Products (MRP Part 21.A.801)	Any organization that manufactures a propeller, propeller blade, or propeller hub should identify it by means of a plate, stamping, engraving, etching or other approved method of fireproof identification that is placed on it on a non-critical surface, contains the specified information, and is not likely to be defaced or removed during normal service or lost or destroyed in an accident.	No
5885(01)003	[04]	Authorized	AMC	5885(1).3 - AMC - Identification of Products (MRP Part 21.A.801)	All Products and main assemblies within them should be fitted with a modification plate where practicable to do so.	Yes
5885(02)	[04]	Authorized	Regulation	5885(2) - Regulation - Handling of Identification Data (MRP Part 21.A.803)	Withdrawn – Not applicable to TAw Management.	No

5885[04](02)005	[04]	Authorized	AMC	5885(2).5 - AMC - Handling of Identification Data (MRP Part 21.A.803)	Withdrawn – Not applicable to TAw Management.	No
5885[04](03)	[04]	Authorized	Regulation	5885(3) - Regulation - Identification of Parts and Appliances (MRP Part 21.A.804)	The TAA or Commodity Chief Engineer (CE) shall ensure that each Part or Appliance is permanently and legibly marked in accordance with (iaw) the applicable design data[3]. [3] The Design Organization determines what data is applicable for the marking of Parts and Appliances.	Yes
5885(03)007	[04]	Authorized	AMC	5885(3).7 - AMC - Identification of Parts and Appliances (MRP Part 21.A.804)	If a part or appliance is too small or that it is otherwise impractical to mark a part or appliance with any of the information specified in RA 5885(3), the authorized release document accompanying the Part or Appliance, or its container should include the information that could not be marked on the part.	Yes
5885(03)008	[04]	Authorized	AMC	5885(3).8 - AMC - Identification of Parts and Appliances (MRP Part 21.A.804)	Any private markings used by the manufacturer to facilitate the assembly of Parts and Appliances should not be located in a position where they will confuse other identification marks.	Yes
5885(03)009	[04]	Authorized	AMC	5885(3).9 - AMC - Identification of Parts and Appliances (MRP Part 21.A.804)	All Parts and Appliances should be fitted with a modification plate where practicable to do so.	Yes
5885(03)010	[04]	Authorized	AMC	5885(3).10 - AMC - Identification of Parts and Appliances (MRP Part 21.A.804)	European Part Approval (EPA) mark, for Parts and Appliances produced under European Union Aviation Safety Agency (EASA) approval that can be installed in military registered Air Systems, should be considered as a recognized mark for Parts and Appliances.	Yes
5885(03)011	[04]	Authorized	AMC	5885(3).11 - AMC - Identification of Parts and Appliances (MRP Part 21.A.804)	United Kingdom Part Approval (UKPA) mark, for Parts and Appliances produced under UK Civil Aviation Authority Design Organization Approval (UK CAA DOA) that can be installed in military registered Air Systems, should be considered as a recognized mark for Parts and Appliances.	Yes
5885(04)	[04]	Authorized	Regulation	5885(4) - Regulation - Identification of Critical Parts (MRP Part 21.A.805)	The TAA or Commodity CE shall ensure that, in addition to the requirements of RA 5885(3), each manufacturer of a Part which has been identified as a critical part[8] shall permanently and legibly mark that Part with a Part number and a serial number. [8] A Critical Part is a Part, the failure of which could have a catastrophic effect on the Air System in which it is installed.	Yes
5885(04)016	[04]	Authorized	AMC	5885(4).16 - AMC - Identification of Critical Parts (MRP Part 21.A.805)	The Design Organization should prepare, for inclusion in the Design Records, a list of all Parts.	Yes
5885(04)017	[04]	Authorized	AMC	5885(4).17 - AMC - Identification of Critical Parts (MRP Part 21.A.805)	The list of Parts should include all Critical Parts, Principal Structural Elements and those Parts likely, in the case of a fault, to affect Airworthiness or operational effectiveness.	Yes
5885(04)018	[04]	Authorized	AMC	5885(4).18- AMC - Identification of Critical Parts (MRP Part 21.A.805)	Drawings of Parts should contain the following: a. The statement ‘Critical Part’ or ‘Principal Structural Element’ if applicable. b. The information to be recorded to ensure traceability. c. Show where such information is to be marked or recorded.	Yes
5885(05)	[04]	Authorized	Regulation	5885(5) - Regulation - Traceability of Parts	Withdrawn content subsumed into RA 5885(4).	No
5885(05)020	[04]	Authorized	AMC	5885(5).21 - AMC - Traceability of Parts	Withdrawn content subsumed into RA 5885(4).	No

5890	[02]	Authorized	RA Rationale	5890 - RA (Issue 01) - Cyber Security for Airworthiness and Air Safety – Type Design and Changes / Repairs to Type Design	Cyber vulnerabilities in Air Systems represent a significant threat to Type and Continuing Airworthiness and Air Safety. Cyber Security for Airworthiness (CSA) measures are required to identify and mitigate against inadvertent or malicious introduction of such cyber vulnerabilities, to maintain Airworthiness. This RA sets out the CSA requirements for Air System Type Design and Changes / Repairs to Type Design throughout the life of an Air System.	No
5890(01)	[02]	Authorized	Regulation	5890(1) - Regulation - Cyber Security for Airworthiness and Air Safety – Type Design and Changes / Repairs to Type Design	5890(1) Type Airworthiness Authorities (TAA)[1] shall ensure Air System Type Design[2] and Changes / Repairs to Type Design[3] are assessed for cyber threats, which once identified are suitably mitigated to combat the potential negative impact on CSA and Air Safety; this applies to all Air Systems on, or destined for, the UK Military Aircraft Register (MAR). 1 Where the Air System is ►not UK MOD owned, Type Airworthiness (TAw) management◄ regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model ►◄ ; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA. [2] Refer to RA 5810 – Military Type Certificate (MRP Part 21 Subpart B). [3] Refer to RA 5820 – Changes in Type Design (MRP Part 21 Subpart D), and RA 5865 – Repairs (MRP Part 21 Subpart M).	No
5890(01)001	[02]	Authorized	AMC	5890(1).1 - AMC - Cyber Security for Airworthiness and Air Safety – Type Design and Changes / Repairs to Type Design	1. TAAs should use a recognized Cyber Security Risk Assessment and mitigation process[4], this can be as part of Air System Certification activity[2]. [4] Refer to Radio Technical Commission for Aeronautics (RTCA) DO-326A – Airworthiness Security Process Specification; or EUROCAE ED-202A – Airworthiness Security Process Specification. DO-326A / ED-202A is accompanied by associated DO-356A / ED-203A – Airworthiness Security Methods and Considerations.	No
5890(01)002	[02]	Authorized	AMC	5890(1).2 - AMC - Cyber Security for Airworthiness and Air Safety – Type Design and Changes / Repairs to Type Design	2. The fundamental requirements of any such process should identify: a. Cyber security threats ("Threat Conditions" in DO-326A). b. How cyber security threats can be caused ("Threat Scenarios" in DO-326A). c. The severity and likelihood ("Level of Threat" in DO-326A) covering each identified threat. d. Suitable mitigation ("Security Measure" in DO-326A) to manage the Level of Threat.	No
5890(01)003	[02]	Authorized	AMC	5890(1).3 - AMC - Cyber Security for Airworthiness and Air Safety – Type Design and Changes / Repairs to Type Design	3. The TAA should provide appropriate Instructions for Sustaining Type Airworthiness (ISTA)[5] to the relevant Aviation Duty Holder (ADH) / Accountable Manager (Military Flying) (AM(MF)), including security event management procedures[6] . This is consistent with RTCA DO-355A / EUROCAE ED-204A, which refers to Instructions for Continuing Airworthiness (ICA)[7] , the civil equivalent of ISTA. [5] Refer to RA 5815 – Instructions for Sustaining Type Airworthiness. [6] DO-392 / ED-206 – Guidance on Security Event Management are recognized standards. [7] Refer to RTCA DO-355A / EUROCAE ED-204A – Information Security Guidance for Continuing Airworthiness (note that DO-355 is titled 'Continued Airworthiness', DO-355A still refers to Continuing Airworthiness throughout the standard despite title of document).	No
5890(01)004	[02]	Authorized	AMC	5890(1).4 - AMC - Cyber Security for Airworthiness and Air Safety – Type Design and Changes / Repairs to Type Design	4. Upon a change (ie Change / Repair to Type Design) to the Air System that affects the known cyber threats or generates new known threats[8] , the TAA should inform the ADH / AM(MF), to gain acceptance of any increased Risk[9]. [8] RTCA DO-356A details both acceptable qualitative and quantitative methods of Risk Assessment. [9] Refer to RA 1015 – Type Airworthiness Management – Roles and Responsibilities, and RA 1210 – Ownership and Management of Operating Risk (Risk to Life).	No
5890(01)005	[02]	Authorized	AMC	5890(1).5 - AMC - Cyber Security for Airworthiness and Air Safety – Type Design and Changes / Repairs to Type Design	5. During the process used to identify cyber security threats, the security measures should be consistent with the principles of JSP 440[10]. Note: JSP 440 is aimed at all security threats, not only those necessary to preserve Air Safety and Airworthiness, but ensuring consistency helps to integrate CSA into the wider security arrangements. This is consistent with Defence Standard (Def Stan) 00-970[11] Guidance Material (Parts 1,3,5 and 7) Guidance for Cyber Security Airworthiness para b, which acknowledges that JSP 440 does not cover design Assurance. [10] Refer to JSP 440 – The Defence Manual of Security. [11] Refer to Def Stan 00-970 – Design and Airworthiness Requirements for Service Aircraft.	No
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