
Notes - 16 Dec 2023

BLUF:

The RAs are up to date as of 11 Dec 2023 (MAA NAA 23/66), which reflects the amendment states of all RAs within this Schedule

The basis for the sheet is the DT's CAMRRA tool.

In completing the sheet, the following approach has been taken:

- For continuity, where a line of AMC or GM is applicable to AH, then the parent Regulation and RA have also been made applicable, even if the parent is directed at the Contractor. For example, the Regulation may say "the TAA **shall...**", but there may be a line of AMC which states "the DO **should....**". Provide remarks where this is the case.
 - All GM lines have been included. Note that some GM lines are mandatory (eg they contain the words 'must' or 'will') or are a clarification of AMC, applicable to the Contractor. Where GM provides relevant generic background information then these have also been marked as Applicable to the contract, even if direct action is required by AH to comply.
 - Some blank/"Nil" lines of AMC or GM have been marked as "Applicable". This is deliberate in order to preserve some continuity within the sheet and make the spreadsheet a little easier to manage (ie if the 'nil' line is replaced by a populated line in future). Where the blank/nil line sits in a section that is not applicable (eg if the overarching Regulation is N/A, or is "For MMOs Only"), but those blank/nil lines which sit in a section that is otherwise applicable have been marked as "yes".
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The DT Comments column should

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Requirement Unique ID	Issue No.	Release Status	Item Type	Title	Rationale/Text	MHP/001 Contract: Applicability
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 (HoF), Military Continuing Airworthiness Managers (Mil CAMs)	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	N
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.	N
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.	N

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.	N
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.	N
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://ceef.uwh.diffr.mil.uk/index.htm or https://www.gov.uk/guidance/knowledge-in-defence-kid	Y
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.	Y
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.	Y
1002[07](01)012	[07]	Authorized	GM	1002(1).12 - GM - Development and Assessment of Competence	The need to develop and maintain competence will 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.	Y

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.	Y
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.	N
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).	N
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).	N
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	N
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.	N
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.	N
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.	N
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).	N
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.	N

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.	N
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.	N
1003[06](01)010	[06]	Authorized	AMC	1003(1).10 - AMC - Delegations	TAAAs 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.	N
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.	N
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.	N
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.	N
1003[06](01)014	[06]	Authorized	AMC	1003(1).14 - AMC - Training	OCDs, TAAAs, 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.	N
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).	N
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 TAAAs may be appointed for each Air System type.	N
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.	N
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.	N

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)	N
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.	N
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).	N
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.	N
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).	N
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	N
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.	N
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.	N
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.	N
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.	N
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.	N

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.	N
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.	N
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.	N
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).	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N

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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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 Holder or 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.	N
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.	N

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.	N
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.	N
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.	N
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).	N
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	N
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).	Y
1005[09](01)008	[09]	Authorized	AMC	1005(1).8 - AMC - General Principles	N/A Activity will be in scope	N

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.	N
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.	N
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.	N
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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).	Y
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.	Y
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.	Y

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).	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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).	Y
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.	N
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.	N
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.	N
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.	N
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.	N

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.	N
1005[09](05)030	[09]	Authorized	GM	1005(5).30 - GM - Air Traffic Management Equipment Organizations	Nil.	N
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.	Y
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.	Y
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).	N
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	N
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.	N
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.	N
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.	N
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.	N
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)).	N

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).	N
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.	N
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)).	N
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.	N
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.	N
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.	N
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.	Y
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).	Y
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).	N
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.	N

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	N
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.	N
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.	N
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.	N
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 <u>living clubs, etc. operated by civilian personnel or MOD personnel outwith their MOD duties.</u>	N
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.	N
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.	N
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 <u>Suitably Qualified and Experienced Person (SOEP) to support.</u>	N
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	N

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.	N
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.	N
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.	N
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.	N
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).	N
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.	N
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.	N
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	N
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.	N
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.	N
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.	N

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].	N
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.	N
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.	N
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.	N
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.	N
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).	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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].	N
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.	N

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.	N
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.	N
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	N
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.	N
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.	N
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].	N
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.	N
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.	N
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.	N
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.	N
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.	N
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].	N
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.	N
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).	N
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.	N

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.	N
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.	N
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.	Y
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.	Y
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.	Y

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 comprehensive understanding 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.	Y
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	Y

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	Y
1011[02](01)005	[02]	Authorized	AMC	N/A - ASSC has not been contracted for. ODH Responsibility	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.	Y
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.	Y
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.	Y
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.	N
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.	N
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.	N
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.	N

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.	N
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).	N
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 be detailed 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.	N
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.	N
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)	N
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.	N

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.	N
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.	N
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).	N
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.	N
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	Y
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.	Y
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).	Y

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	Y
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.	Y
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).	Y
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.	Y
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).	Y
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.	Y
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	Y

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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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).	Y
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.	Y
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.	Y
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.	Y

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	Y
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.	Y
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	Y

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).	Y
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.	Y
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.	Y
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.	Y

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.	Y
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).	Y
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).	Y
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.	Y
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.	Y
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.	Y

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~~	Y
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.~~	Y
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.~~	Y
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.~~	Y
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]. ~~[45] Refer to RA 1029 – Ship-Air Release – Roles and Responsibilities.~~	Y
1015[10](01)021	[10]	Authorized	GM	1015(1).26 - GM - Type Airworthiness Management	Nil.	Y
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.~~	Y
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.	Y
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.	Y
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.~~	Y

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.	Y
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.	Y
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N

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.	N
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.	N
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.	N
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.	N
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.	N
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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 themselves that appropriate Air Safety arrangements are in place.	Y

1019[03](01)	[03]	Authorized	Regulation	1019(1) - Regulation - Air Safety Responsibilities of the Sponsor	The Sponsor shall assure themselves that appropriate Air Safety arrangements are in place for Civilian-Owned and / or Civilian Operated UK military registered Air Systems.	Y
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.	Y
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 Principle. [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.	Y
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.	Y
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*.	Y
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.	Y
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.	N

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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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).	N
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	N

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.	N
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]	N
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. ◀	N
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]	N
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.	N
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	N

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).	N
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.	N
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	N
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.	N
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.	N

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	N
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.	N
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).	N
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	N
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.	N
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	N
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.	N
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.	N
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.	N
1020[12](03)	[12]	Authorized	Regulation	1020(3) - Regulation - Responsibilities of Aviation Duty Holder-Facing Organizations	►Withdrawn – Incorporated into RA 1032. ◀	N
1020[12](03)027	[12]	Authorized	AMC	1020(3).27 - AMC - Responsibilities of Aviation Duty Holder-Facing Organizations	27. ►Withdrawn – Incorporated into RA 1032. ◀	N
1020[12](03)028	[12]	Authorized	GM	1020(3).28 - GM - Responsibilities of Aviation Duty Holder-Facing Organizations	28. ►Withdrawn – Incorporated into RA 1032. ◀	N

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. 1 Refer to RA 1300 – Release To Service	N
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.	N
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 ASSC governance structure (including the Air System Safety Working Group (ASSWG) process) and provide Assurance to the SDH that the integrity►2◄ of the RTS is maintained. 2 ►Assure correctness, completeness and consistency◄	N
1021[06](01)002	[06]	Authorized	GM	1021(1).2 - GM - Roles and Responsibilities	2. 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.	N
1021[06](01)003	[06]	Authorized	GM	1021(1).3 - GM - Roles and Responsibilities	3. Delegation of any aspect of responsibility to Delegated RTSA (DRTSA) ►will◄ be via a Letter of Delegation (LoD) 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.◄	N
1021[06](01)004	[06]	Authorized	GM	1021(1).4 - GM - Roles and Responsibilities	4. The RTSA has a responsibility to maintain the integrity of the Air System RTS.	N
1021[06](01)005	[06]	Authorized	GM	1021(1).5 - GM - Roles and Responsibilities	5. 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 RTS3, 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. 3 Open category and Specific S1 sub-category RPAS do not require an RTS. Specific S2 sub-category and Certified Category RPAS require an RTS.	N
1021[06](01)006	[06]	Authorized	GM	1021(1).6 - GM - Roles and Responsibilities	6. 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 an RTS, the RTSA will ultimately act in the interests of the SDH.	N
1021[06](01)007	[06]	Authorized	GM	1021(1).7 - GM - Operating and support elements	7. The RTSA will need to assure the DLoD assessment ►◄4 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. Evidence that appropriate levels of Test and Evaluation5 have taken place. 4 Refer to RA 1205 – Air System Safety Cases. 5 Refer to RA 2370 – Test and Evaluation.	N

1021[06](01)008	[06]	Authorized	GM	1021(1).8 - GM - Operating and support elements	8. The MOD Knowledge in Defence6 provides guidance on the responsibilities of Project and Programme Boards. Programme / Project Boards will have the authority to ensure that Capability Integration Working Groups 6 ► https://www.gov.uk/guidance/knowledge-in-defence-kid ◄, see "Programme Governance and Management Roles". (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.	N
1021[06](01)009	[06]	Authorized	GM	1021(1).9 - GM - Operating and support elements	9. 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 ► ◄.	N
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), and Delivery Duty Holder (DDH). [2] See Table 1 – SO SQEP Criteria	N
1022[05](01)	[05]	Authorized	Regulation	1022(1) - Regulation - Senior Operators	ADHs shall be supported by a SQEP Crown Servant SO.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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).	N

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.	N
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.	N
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	N
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.	N
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.	N
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.	N
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.	N
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.	N

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.	N
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.	N
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.	N
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.	N
1023[06](01)	[06]	Authorized	Regulation	1023(1) - Regulation - Chief Air Engineers	Each ADH shall be supported by a SQEP Crown Servant CAE.	N
1023[06](01)001	[06]	Authorized	AMC	1023(1).1 - AMC - Chief Air Engineers	ADH CAEs should hold a Letter of Authority.	N
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.	N
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.	N
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.	N
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.	N

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~~	N
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.	N
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.~~	N
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.	N
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~~	N
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~~	N
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.	N
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.	N

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	N
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.	N
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.	N
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.	N
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.	N
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)).	N
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.	N
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).	N
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.	N

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).	N
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.OnAssure.CEAOSS.GROUP@mod.gov.uk	N

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.	N
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. ◄	N
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.	N
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.	N
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).	N
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 plan – Defence Line of Development review of the ASSC[10].	N
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.	N

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.	N
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.	N
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.	N
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.	N
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 without recourse 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.	N
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.~~	N
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~~	N
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.	N

1024[09](03)	[09]	Authorized	Regulation	Post-Holders	1024(3) All CFAOS post-holders shall be approved.	N
1024[09](03)018	[09]	Authorized	AMC	Post-Holders	18. ►AM(MF)s should approve each post-holder within their AoR. ◄	N
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.	N
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.	N
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.	N
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.	N
1024[09](03)023	[09]	Authorized	GM	Post-Holders	23. Organizations may use any alternative titles for post-holders but will clarify the titles and responsibilities in the CFOE.	N
1026[08]	[08]	Authorized	RA Rationale	1026 - RA (Issue 8) - Aerodrome Operator and Aerodrome Supervisor (Recreational Flying) Roles and Responsibilities	The Head of Establishment (HoE)[1] is responsible for providing a Safe Operating Environment (SOE)[2] in accordance with (iaw) RA 1010[3]. Inappropriate management and supervision of Aerodrome operations could result in an unsafe operating environment. To support the HoE in discharging their responsibility to provide a SOE, a Suitably Qualified and Experienced Person (SQEP) is required to manage and supervise Aerodrome operations iaw the classification tier of the establishment[4]. [1] In addition to MAA 02 – Master Glossary, in the context of this Regulation HoE also includes Commanding Officers of aviation capable His Majesty's (HM) / MOD Ships (aviation capable Ships is defined in Def-Stan 00-133 Part 1). [2] Refer to RA 1010 – Head of Establishment Aviation Responsibilities and Aviation Duty Holder / Accountable Manager (Military Flying) Establishment Responsibilities for the definition of a SOE. [3] Refer to RA 1010 – Head of Establishment Aviation Responsibilities and Aviation Duty Holder / Accountable Manager (Military Flying) Establishment Responsibilities. [4] Refer to RA 1010(1): Classification Tier of Establishment.	N
1026[08](01)	[08]	Authorized	Regulation	1026(1) - Regulation - Aerodrome Operator Nomination	1026(1) Withdrawn – Incorporated into RA 1010(3)[5]. [5] Refer to RA 1010(3): Tier 1 and Tier 2 (where Recreational Flying is not the Primary Activity) Head of Establishment Responsibilities.	N
1026[08](01)001	[08]	Authorized	AMC	1026(1).1 - AMC - Aerodrome Operator Nomination	1. Withdrawn – Incorporated into RA 1010(3).	N
1026[08](01)002	[08]	Authorized	GM	1026(1).2 - AMC - Aerodrome Operator Nomination	2. Withdrawn – Incorporated into RA 1010(3).	N
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.	N

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	N
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.	N
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.	N
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.	N
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.	N
1026[08](03)	[08]	Authorized	Regulation	1026(3) - Regulation - Aerodrome Operator Qualifications and Experience	1026(3) An AO shall be a SQEP.	N
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	N

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.	N
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.	N
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.	N
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)	N
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	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
1026[08](05)019	[08]	Authorized	AMC	1026(5).19 - AMC - Non-MOD Aerodrome Assurance	19. Withdrawn – Incorporated into RA 1010(6).	N

1026[08](05)020	[08]	Authorized	GM	1026(5).20 - GM - Non-MOD Aerodrome Assurance	20. Withdrawn – Incorporated into RA 1010(6).	N
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.	N
1026[08](06)021	[08]	Authorized	AMC	1026(6).21 - AMC - Tier 3 Site Assurance	21. Withdrawn – Incorporated into RA 1010(5).	N
1026[08](06)022	[08]	Authorized	GM	1026(6).22 - GM - Tier 3 Site Assurance	22. Withdrawn – Incorporated into RA 1010(5).	N
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.	N
1026[08](07)023	[08]	Authorized	AMC	1026(7).23 - AMC - Recreational Flying – MOD Aerodrome Assurance	23. Withdrawn – Incorporated into RA 1010(4).	N
1026[08](07)024	[08]	Authorized	GM	1026(7).24 - AMC - Recreational Flying – MOD Aerodrome Assurance	24. Withdrawn – Incorporated into RA 1010(4).	N
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.	N
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.	N
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.	N
1026[08](08)027	[08]	Authorized	GM	1026(8).27 - GM - Aerodrome Supervisor (Recreational Flying) Responsibilities	27. Nil.	N

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.	N
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	N
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].	N
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.	N
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].	N
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.	N
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.	N
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.	N
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	N
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).	N

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.	N
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.	N
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.	N
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.	N
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.	N
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.	N

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)	N
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.	N
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.	N
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.	N
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.	N

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 Ship1 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.	N
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.	N
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.	N
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	N
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. ◄	N
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.	N

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 ◀	N
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.	N
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 ◀	N
1030[02](03)	[02]	Authorized	Regulation	Aeronautical Information Management	1030(3) ► The DAIA ◀ shall provide an AIM service.	N
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.	N
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.	N
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. ◀	N
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. ◀	N
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.	N
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.	N

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.	N
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.	N
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.	N
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.	N
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.	N
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	N

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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N

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].	N
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.	N
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.	N
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).	N

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.	N
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/military-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.	N
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.	N
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).	N
1031[01](03)	[01]	Authorized	Regulation	1031(3) - Regulation - Approval	CFAOS(BR) Organizations shall be approved by the MAA.	N

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).	N
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/military-aviation-authorityapprovals.	N
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	N
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.	N

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.	N
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).	N
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.	N
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.	N

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.	N
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.	N
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.	N
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.	N
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.	N
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.	N

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. <i>[4] Refer to RA 1600 – Remotely Piloted Air Systems</i>	N
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.	N
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.	N
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.	N
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	N
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. <i>[4] Refer to RA 1210 – Ownership and Management of Operating Risk (Risk to Life)</i>	N
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.	N

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)	N
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.	N
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 aviation related 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	N

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)	N
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).	N
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.	N
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).	N
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.	N
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.	N

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.	N
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).	N
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).	N
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.	N
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.	N
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).	N
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).	N

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 action will rest with the ADH / AM(MF).	N
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 / AM(MF)'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).	N
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.	N
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).	N
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.	N
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].	N

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.	N
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).	N
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.	N
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.	N
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.	N
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.	N
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.	N

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.	N
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.	N
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	N
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.	N
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.	N

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.	N
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.	N
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.	N
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.	N
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.	N

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.	N
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.	N
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.	N
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.	N
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.	N
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. ~~101 Refer to RA 1161 – Military Registration of Air Systems Operating within the Defence Air Environment~~	N
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.	N

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.	N
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)	N
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).	N
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.	N
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.	N
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.	N
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	N
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).	N
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.	N
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.	N

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-OnAssure-MAR@mod.gov.uk	N
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.	N
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.	N
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.	N
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.	N
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.	N
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	Y
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).	Y
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.	Y
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.	Y

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 (MDP 21 Subpart B)	Y
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.	Y
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-Operating-Assurance-MAR@mod.gov.uk	Y
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.	Y
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.	Y
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.	Y

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.	Y
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.	Y
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.	Y
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.	Y
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	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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-MRPEenquiries@mod.gov.uk. [9] Refer to CAP 523 – Display of Nationality and Registration Marks on Aircraft: Guidance for Owners	Y
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.	Y

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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N

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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N

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.	N
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.	N
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.	N
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).	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N

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 proposition.	N
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.	N
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	N
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.	N

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	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N

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.	N
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.	N
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).	N
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.	N
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.	N
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.	N
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	N
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.	N

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.	N
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.	N
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).	N
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.	N
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.	N
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)	N
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.	N
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).	N
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.	N

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.	N
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.	N
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.	N
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).	N
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.	N
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.	N
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).	N
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.	N
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.	N

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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N

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.	N
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.	N
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.	N
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.	N
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).	N
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.	N
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.	N
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.	N
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.	N
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.	Y
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).	Y
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.	Y
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.	Y

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.	Y
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).	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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	Y
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.	Y

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).	Y
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.	Y
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.	Y
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) 51397 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.	Y
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.	Y

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.	Y
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 avionics failures or redundancy of multiple systems	Y
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	Y
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 ◀	N
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.	N
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-MRPEquiries@mod.gov.uk.	N
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.	N
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.	N

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.	N
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.	N
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.	N
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. ◀	N
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.	N
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. ◀	N
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.	N
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. ◀	N
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.	N
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.	N
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. ►◀	N

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.	N
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.	N
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. ◀	N
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.	Y
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).	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y

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]~~	Y
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~~	Y

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.	Y
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.	Y
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.	Y
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	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y

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	Y
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.	Y
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.	Y
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	Y
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 Framework[3] , with a specific focus on Air Safety. The framework can be aligned to relevant aspects of DO-355A[4] 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	Y
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.	Y
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.	Y

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 05-138[12] and Def Stan 05-135[13] (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.	Y
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.	Y
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.	Y
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] .	Y
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.	Y
1205[08](00)001	[08]	Authorized	Definitions		1. ►◄	N
1205[08](00)002	[08]	Authorized	Definitions		2. ►◄	N
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. ◄	Y
1205[08](00)004	[08]	Authorized	Applicability	Applicability of this RA	4. ►◄	Y
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.	Y
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.	Y
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.	Y
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).	Y

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).	Y
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.	Y
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.	Y
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.	Y
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)	Y
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.	Y
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 ► ◄.	Y
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)	Y

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.◄	Y
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.	Y
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.	Y
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).	Y
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.	Y
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)◄	Y

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.	Y
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. ◀	Y
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.	Y
1205[08](02)024	[08]	Authorized	AMC	Ownership of the Air System Safety Case - Roles and Responsibilities of the ASSC Owner - SRO	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). ◀	Y

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.	Y
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	Y
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 ◄	Y
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 (MRB 21 Subpart D)	Y
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.	Y

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.	Y
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	Y
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	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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. ◄	Y
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.	Y
1205[08](03)041	[08]	Authorized	GM	The Safety Statement	41. A suggested format for the Safety Statement is provided on the MAA websites.	Y

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.	Y
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.	Y
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.	Y
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.◄	Y
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.	Y
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).◄	Y
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].◄	Y
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	Y
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).	Y

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.	Y
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.	Y
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-to-day 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.	Y
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. ◀	Y
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	Y
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).	Y
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.	Y
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.	Y
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.	Y
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.	Y

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.	Y
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.	Y
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	Y
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.	Y
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.	Y

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.	Y
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	Y
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.	Y
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.	Y
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	Y
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.	Y

1208[02]	[02]	Authorized	RA	1208 - RA (Issue 2) - 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 safely¹. 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 System² (ASMS) for the exploitation of flight data from capable Air Systems. Definitions relevant to this RA 1. Flight Data Monitoring (FDM) is the systematic, pro-active use of flight data to enhance the delivery of operational capability by improving Air Safety through effective integration with ASMSs► ◀ within an intrinsically just Air Safety culture. 2. FDM Programme (FDMP): The FDMP includes the people, processes, tools and documentation which form a coherent system for delivering the required outputs from FDM. ►An FDMP allows an ADH / AM(MF) to compare their Standard Operating Procedures (SOPs) with those actually achieved in everyday flights, identify areas of Risk and measure current Safety margins; more mature programmes can also enable improved Maintenance and operating efficiencies. ◀ 3. Flight Data Recorder (FDR): FDR refers to the crash-protected recording device which is mandated for all new Air Systems³. 1 Safe operation includes compliance with Release To Service (RTS) limits, meeting Statement of Operating Intent profiles, and following specific operating procedures. 2 Refer to RA 1200 – Air Safety Management and the Manual of Air Safety (MAS). 3 Colloquially termed the 'black box', FDR requirements are ►contained in the relevant Parts of◀ Defence Standard 00-970 ►◀ Design and Airworthiness Requirements for Service Aircraft.	Y
1208[02](01)	[02]	Authorized	Regulation	1208(1) - Regulation - Flight Data Monitoring	Operating Duty Holders (ODH) and AM(MF) shall implement an FDMP⁴ for all Air Systems fitted with an FDR⁵. 4 Consideration is required to determine whether the most efficient option would be an FDMP per Air System, or per larger grouping. 5 For ►Specific S2 sub-category or for Certified category◀ Remotely Piloted Air Systems (RPAS), the ODH / AM(MF) are to justify within the Air System Safety Case (ASSC) how recorded flight data (either from onboard or the ground station) is exploited to meet the intent of this Regulation. ►There is no requirement to develop an FDMP for Open Category or Specific S1 sub-category RPAS. ◀	Y
1208[02](01)004	[02]	Authorized	AMC	1208(1).4 - AMC - ►Programme Objectives and Outcomes◀	4. ►◀	Y
1208[02](01)005	[02]	Authorized	AMC	1208(1).5 - AMC - ►Programme Objectives and Outcomes◀	5. ADH / AM(MF) should specify the objectives⁶ 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 purpose⁷, they should support the owning ODH's FDMP. 6 Objectives are to consider the operating Risk and monitoring of required Safety margins as a minimum so that ►Aircrew◀ procedures and training can be optimized as a key element of an ADH's / AM(MF)'s ASMS; further detail is at paragraph ►25◀. Throughout this Regulation the ODH is used when the context is ownership of the FDMP; ADH is used when the context is the specific aspect of detailed FDMP management and integration with ASMSs. 7 Such as post-Maintenance test flying or trials evaluation. Refer to RA 1164 – Transfer of UK Military Registered Air Systems.	Y
1208[02](01)006	[02]	Authorized	AMC	1208(1).6 - AMC - Airborne Recording Systems	6. ►When no FDR is fitted, the ODH / AM(MF) should include an argument within the ASSC⁸ either justifying non-fitment or referencing a Modification plan. 8 ►Refer to RA 1205 – Air System Safety Case; this requires FDR and FDM to be explicitly addressed. ◀	Y
1208[02](01)007	[02]	Authorized	AMC	1208(1).7 - AMC - Airborne Recording Systems	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.◀	Y
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 capability⁹. 9 Consideration of any Modification requirement is expected to include a cost / benefit analysis; paragraph ►21◀ provides more detail of system requirements.	Y

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. ◀	Y
1208[02](01)010	[02]	Authorized	AMC	1208(1).10 - AMC - Airborne Recording Systems	10. ODH / AM(MF), supported by the Type Airworthiness Authority (TAA10), should ensure that the necessary usage rights and technical detail of the recorded data are available to permit its exploitation. 10 ► 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. ◀	Y
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.	Y
1208[02](01)012	[02]	Authorized	AMC	1208(1).12 - AMC - Process Control Tools and Procedures	12. Failures in sensors and onboard recording equipment detected by the FDMP should be reported via established defect reporting channels for resolution.	Y
1208[02](01)013	[02]	Authorized	AMC	1208(1).13 - AMC - Process Control Tools and Procedures	13. 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.	Y
1208[02](01)014	[02]	Authorized	AMC	1208(1).14 - AMC - Process Control Tools and Procedures	14. The FDMP should employ effective methods and techniques to assess the quality of the data and derived information and take corrective actions as required.	Y
1208[02](01)015	[02]	Authorized	AMC	1208(1).15 - AMC - Process Control Tools and Procedures	15. The information exchanged with the ► Aircrew ◀ during the investigation of flights should be stored in a system that enables efficient retrospective analysis.	Y
1208[02](01)016	[02]	Authorized	AMC	1208(1).16 - AMC - Communication	16. The FDMP should establish an effective communications plan, tailored to the type of information being delivered and the target audience.	Y
1208[02](01)017	[02]	Authorized	AMC	1208(1).17 - AMC - Communication	17. Where appropriate, lessons learned should be shared with the wider Regulated Community ► ◀.	Y
1208[02](01)018	[02]	Authorized	AMC	1208(1).18 - AMC - FDM Documentation	18. All the manuals and documentation necessary for the correct interpretation of the data and configuration of the analysis software should be readily available.	Y
1208[02](01)019	[02]	Authorized	AMC	1208(1).19 - AMC - FDM Documentation	19. ADH / AM(MF) should develop procedures to ensure effective operation of the FDMP and document them in ► 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 ► Aircrew ◀. (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	Y
1208[02](01)020	[02]	Authorized	GM	1208(1).20 - GM - Development Flying Activity	20. 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 Categories11. 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. ◀ 11 ► Refer to RA 1160 – The Defence Air Environment Framework. ◀	Y

1208[02](01)021	[02]	Authorized	GM	1208(1).21 - GM - Airborne Recording Systems	21. 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►◄. 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 issues¹². 12 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 5407 – Support Policy Statement. ◄	Y
1208[02](01)022	[02]	Authorized	GM	1208(1).22 - GM - Airborne Recording Systems	22. 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.	Y
1208[02](01)023	[02]	Authorized	GM	1208(1).23 - GM - Airborne Recording Systems	23. 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 assessment¹³. ►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. ◄ <u>13 Civil Aviation Authority (CAA) Civil Aviation Publication (CAP) 1394 provides details for potential simple FDM solutions.</u>	Y
1208[02](01)024	[02]	Authorized	GM	1208(1).24 - GM - Airborne Recording Systems	24. 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) requirement¹⁴. 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. 14 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.	Y
1208[02](01)025	[02]	Authorized	GM	1208(1).25 - GM - Process Control Tools and Procedures	25. 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 envelope¹⁵. 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. <u>15 European Aviation Safety Agency Regulations ORO.AOC.130 (fixed wing) and SPA.HOFO.145 (rotary wing) contain examples of potential FDM events.</u>	Y
1208[02](01)026	[02]	Authorized	GM	1208(1).26 - GM - Process Control Tools and Procedures	26. Events¹⁶ 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. 16 Development of the correct events to monitor Safety and Airworthiness issues is key to FDMP effectiveness; TAA input will be required.	Y
1208[02](01)027	[02]	Authorized	GM	1208(1).27 - GM - Process Control Tools and Procedures	27. 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)¹⁷ 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. <u>17 European Union Aviation Safety Agency (EASA) AMC 20-25 provides further detail on EFB requirements.</u>	Y

1208[02](01)028	[02]	Authorized	GM	1208(1).28 - GM - Process Control Tools and Procedures	28. 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.	Y
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.	Y
1208[02](01)030	[02]	Authorized	GM	1208(1).30 - GM - Communication	30. Analysis of the flight data can identify a range of finding categories ¹⁸ 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. ¹⁸ Categories range from individual Airworthiness events or isolated handling anomalies, through to events which may affect most or all ►Aircrew◄ due to systemic operating issues.	Y
1208[02](01)031	[02]	Authorized	GM	1208(1).31 - GM - FDM Documentation	31. 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 ¹⁹ . 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 ²⁰ 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 ²¹ 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 ²² 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 ²³ . 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. ¹⁹ Consideration needs to be given to the number of ►Aircrew◄ flying the same routes to ensure a representative sample of performance is obtained. ²⁰ Refer to Joint Service Publication (JSP) 441: Information, Knowledge, Digital and Data in Defence. Organizations external to the MOD will need to comply with current legislation and relevant contractual conditions. ²¹ 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. ²² Refer to RA 1225 – Air Safety Documentation Audit Trail.	Y
1208[02](01)032	[02]	Authorized	GM	1208(1).32 - GM - Implementation	32. 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 DAE, it is likely that there will be synergies and economies of scale to be realised by sharing resources.	Y
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 ◄	Y
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.	Y
1208[02](02)034	[02]	Authorized	AMC	1208(2).34 - AMC - Integration with the ASMS	34. 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.	Y

1208[02](02)035	[02]	Authorized	AMC	1208(2).35 - AMC - Integration with the ASMS	35. ODH / AM(MF) should be responsible for the effectiveness of the FDMP in meeting the specified objectives.	Y
1208[02](02)036	[02]	Authorized	AMC	1208(2).36 - AMC - Continuous Improvement	36. ODH / AM(MF) should ensure that the FDMP continuously improves its capacity to generate data and actionable Safety intelligence to further enhance the ASMS.	Y
1208[02](02)037	[02]	Authorized	AMC	1208(2).37 - AMC - Assurance	37. ODH / AM(MF) should implement an Assurance framework for FDM to monitor FDMP effectiveness.	Y
1208[02](02)038	[02]	Authorized	GM	1208(2).38 - GM - Integration with the ASMS	38. An FDMP can be an important element of the data exploitation strategy²⁴ of an ODH / AM(MF) since flight data can be used for multiple purposes²⁵. However, for the purposes of this Regulatory Article the focus is on integration with the ASMS and ultimately with supporting the ASSC. 24 Refer to RA 1207 – Air Safety Data Exploitation. 25 An 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.	Y
1208[02](02)039	[02]	Authorized	GM	1208(2).39 - GM - Integration with the ASMS	39. 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 action²⁶ were discussed in paragraph ►30◄. a. Hazard Identification: In contrast with Occurrence Reports²⁷ 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. 26 Corrective actions could include individual training, amendment of a training syllabus, new SOP or system modification. 27 Refer to RA 1410 – Occurrence Reporting and Management. 28 Refer to RA 1310 – Air System Document Set. 29 Changes may include to planning systems, SOPs, orders or training.	Y
1208[02](02)040	[02]	Authorized	GM	1208(2).40 - GM - Integration with the ASMS	40. Clear lines of Accountability and Responsibility are essential for effectively managing the FDMP and its integration with the ASMS.	Y
1208[02](02)041	[02]	Authorized	GM	1208(2).41 - GM - Continuous Improvement	41. 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.	Y
1208[02](02)042	[02]	Authorized	GM	1208(2).42 - GM - Continuous Improvement	42. Therefore, a robust evaluation framework needs to be implemented to regularly assess the ongoing effectiveness of the FDMP and prompt corrective action as necessary.	Y

1208[02](02)043	[02]	Authorized	GM	1208(2).43 - GM - Assurance	43. An example describing a possible FDMP Assurance framework is within Annex A.	Y
1208[02](02)044	[02]	Authorized	GM	1208(2).44 - GM - Assurance	44. 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.	Y
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.	N
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.	N
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)	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
1210[07](02)	[07]	Authorized	Regulation	Risk Management	1210(2) ADHs / AM(MF)s shall ensure RtL are both ALARP and Tolerable.	N
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.	N
1210[07](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.	N
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.	N

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.	N
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).	N
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.	N
1210[07](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.	N
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.	N
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.	N
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.	N
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 - Roles and Responsibilities.	N
1210[07](03)	[07]	Authorized	Regulation	Standardized Approach to Risk	1210(3) ADHs / AM(MF)s shall adopt a standardized approach in managing RtL.	N
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).	N
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.	N
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.	N
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.	N

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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	Y
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.	Y
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).	Y
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.	Y

1223[01](01)003	[01]	Authorized	AMC	1223(1).3 - AMC - Establishment of Airworthiness Information Management Airworthiness Information Management	TAA's 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.	Y
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 4045 – Personnel Requirements, MRP Part M Sub Part C.	Y
1223[01](01)005	[01]	Authorized	GM	1223(1).5 - GM - Establishment of Airworthiness Information Management Airworthiness Information Management	TAA's 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.	Y
1223[01](01)006	[01]	Authorized	GM	1223(1).6 - GM - Establishment of Airworthiness Information Management Airworthiness Information Management	TAA's are to maintain an auditable record of the incorporation of functional and non-functional requirements and ensure it is clearly explained in the ESA.	Y

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.	Y
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	Y
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))	Y
1223[01](01)010	[01]	Authorized	GM	1223(1).10 - GM - Non-functional Requirements	Non-functional requirements specify how the system delivers AIM activities.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y

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.	Y
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.	Y
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.	Y
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).	Y
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 <u>Alternative Acceptable Means of Compliance. Waivers and/or Exemptions.</u>	Y
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.	Y

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 4045 – Personnel Requirements, MRP Part M Sub Part C.	Y
1223[01](02)005	[01]	Authorized	GM	1223(2).5 - GM - Establishment of Airworthiness Information Management Airworthiness Information Management	TAA's 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.	Y
1223[01](02)006	[01]	Authorized	GM	1223(2).6 - GM - Establishment of Airworthiness Information Management Airworthiness Information Management	TAA's are to maintain an auditable record of the incorporation of functional and non-functional requirements and ensure it is clearly explained in the ESA.	Y
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 TAA's 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.	Y
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	Y

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))	Y
1223[01](02)010	[01]	Authorized	GM	1223(2).10 - GM - Non-functional Requirements	Non-functional requirements specify how the system delivers AIM activities.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y

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~~	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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. ◀	Y
1225[03](01)007	[03]	Authorized	GM	Air Safety Documentation Audit Trail	7. ► ◀	Y
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.	Y
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.	Y
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.	Y
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.	Y
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).	Y

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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	N
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.	N
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.	N

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	N
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.	N
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.	N

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.	N
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.	N
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.	N
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.rmil.uk	N
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.	N

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).	N
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 Category1 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 war2. Air Systems will be operated iaw an RTS or a Military Permit To Fly (MPTF), however this RA only deals with the RTS requirements. 1 The RTS may also be used by the Sponsor to authorize flying in the Civilian Operated (In-Service) DAE Operating Category for Air Systems temporarily allotted in accordance with (iaw) RA 1164. Refer to RA 1164 – Transfer of UK Military Registered Air Systems. 2 For guidance on operations outside of any existing RTS, refer to RA 1020 – Aviation Duty Holder and Aviation Duty Holder-Facing Organizations – Roles and Responsibilities	Y
1300[08](01)	[08]	Authorized	Regulation	1300(1) - Regulation - Requirement	An RTS shall be prepared for all Air Systems that are operated within the Military Operated (In-Service)1 DAE Operating Category3, 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. 3 RPAS operating in the Open category 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; Refer to RA 1600 – Remotely Piloted Air Systems.	Y
1300[08](01)001	[08]	Authorized	AMC	1300(1).1 - AMC - 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 limitations4. c. Detail any limitations, Warnings, Cautions, or Notes required as a result of Type Design Changes (eg Air Launched Weapons)4, 5. d. Include all Equipment authorized to be carried in, despatched from, or fitted to the Air System6, 7, 8. e. If applicable9, reference a MEL from Annex A Part A7. f. Be subject to a formal review, by the RTS Authority (RTSA)10, 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. 4 Refer to RA 5810 – Military Type Certificate (MRP Part 21 Subpart B). 5 Refer to RA 1350 – Air Launched Weapon Release. 6 Refer to RA 1340 – Equipment Not Basic to the Air System. 7 Refer to RA 1345 – The Compendium of Airborne Equipment Release Certificates. 8 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 Movements and Transportation Safety Regulations. 9 The inclusion of the Minimum Equipment List (MEL) is applicable where the Master MEL forms part of the Type Certification Basis of the Air System. 10 Where RTSA is used in this RA, this also includes the Sponsor responsible for authorizing the MPTF (In-Service) or the Type Airworthiness Manager responsible for approving the MPTF (Special Case Flying) for Civilian Operated Air Systems, as detailed at RA 1295 – Military Permit to Fly (MPTF) (In-Service) (Special Case Flying) and (Single Test)	Y

1300[08](01)002	[08]	Authorized	AMC	1300(1).2 - AMC - Requirement	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 ¹¹ . ¹¹ Refer to RA 1225 – Air Safety Documentation Audit Trail.	Y
1300[08](01)003	[08]	Authorized	GM	1300(1).3 - GM - Requirement	3. Nil.	Y
1300[08](02)	[08]	Authorized	Regulation	1300(2) - Regulation - Release To Service Recommendation	The Type Airworthiness Authority (TAA) shall prepare the RTSR to the satisfaction of the RTSA.	Y
1300[08](02)004	[08]	Authorized	AMC	1300(2).4 - AMC - Release To Service Recommendation	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.	Y
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.	Y
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).	Y
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) ¹² , then submitted to the RTSA for Authorization and independent Assurance; and to the MAA for independent Assurance ¹³ .	Y
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).	Y
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.	Y
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 ¹¹ .	Y
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.	Y
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 ¹⁴ . i. Continuing Airworthiness arrangements ¹⁵ . j. Personnel competence. ¹⁴ Refer to RA 1015 – Type Airworthiness Authority – Roles and Responsibilities. ¹⁵ Refer to RA 1016 – Military Continuing Airworthiness Management	Y
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) ¹⁶ , 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). ¹⁶ Refer to RA 5012 – Type Airworthiness Safety Assessment.	Y
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.	Y

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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
1300[08](03)	[08]	Authorized	Regulation	1300(3) - Regulation - Limitations	The RTS shall state the limitations and restrictions for the Air System.	Y
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 ADS17. 17 Refer to RA 1310 – Air System Document Set.	Y
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.	Y
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.	Y
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".	Y
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.	Y
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).	Y

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.	Y
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.	Y
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.	Y
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.	Y
1300[08](04)	[08]	Authorized	Regulation	1300(4) - Regulation - Operational Emergency Clearance	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.	Y
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.	Y
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.	Y
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.	Y
1300[08](04)035	[08]	Authorized	AMC	1300(4).35 - AMC - Operational Emergency Clearance	35. OEC review periodicities should not exceed 12 months.	Y
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 TASA16 as appropriate.	Y
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.	Y
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 ¹⁸ and related operating instructions to support the OEC are incorporated in the ADS. ¹⁸ Refer to RA 5011 – Type Airworthiness Safety Management System.	Y
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.	Y
1300[08](05)	[08]	Authorized	Regulation	1300(5) - Regulation - Clearance with Limited Evidence	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.	Y
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.	Y
1300[08](05)041	[08]	Authorized	AMC	1300(5).41 - AMC - Clearance with Limited Evidence	41. CLE review periodicities should not exceed 12 months.	Y
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.	Y
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 ^{4, 19} should be met. ¹⁹ Refer to RA 5820 – Changes in Type Design (MRP Part 21 Subpart D).	Y
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.	Y

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. 20 Refer to MAA03: Military Aviation Authority Regulatory Processes.	Y
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 58104. 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 58104.	Y
1300[08](06)	[08]	Authorized	Regulation	1300(6) - Regulation - Authorization	The RTS and subsequent changes shall be authorized by the RTSA.	Y
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 RTS21. 21 Refer to RA 1205 – Air System Safety Cases.	Y
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.	Y
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 Usage22 and that the RTSA and TAA are informed of such changes. 22 Refer to RA 5726 – Integrity Management.	Y
1300[08](07)	[08]	Authorized	Regulation	1300(7) - Regulation - Configuration Control and Audit Trail	The RTS shall be amended and maintained to reflect the Aircrew related configuration(s) of the Air System.	Y
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.	Y
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.	Y
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 RTS11.	Y
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.	Y
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.	Y

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 Equipment operating category.	N
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).	N
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 Weapons Release Certificates.	N

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).	N
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.	N
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).	N
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	N
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).	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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).	N
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).	N
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.	N

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	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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	N
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.	N
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.	N

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.	N
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	N
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.	N
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).	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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).	N

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.	N
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.	N
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.	N
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.	N
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.	N
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).	N
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.	N
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.	N
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.	Y
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.	Y
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.	Y

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).	Y
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.	Y
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	Y
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.	Y
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.	Y

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	Y
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.	Y
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.	Y
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 (ULSLC)	Y
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).	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y

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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
1310[07](03)022	[07]	Authorized	GM	1310(3).22 - GM - Verification of the Air System Document Set	Nil.	Y
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) (MPP Part 21 Subpart D).	Y
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.	Y

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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y

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.	Y
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.	Y
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.	Y
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.	N
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.	N
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).	N
1345[03](01)002	[03]	Authorized	AMC	1345(1).2 - AMC - The Airborne Equipment Release Certificate	The CAERC should: a. Be issued by the AE TAA and Delegated Release To Service Authority (DRTSA). b. Conform to the CAERC held on the MAA websites. c. Record all Special Clearances including Operational Emergency Clearances (OEC) and Clearances with Limited Evidence (CLE), and be suitably marked. d. Include an audit trail of amendments. e. Be subject to a formal review on a routine basis.	N
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.	N
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).	N
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.	N

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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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. Recommended amendments, with supporting evidence, will be presented to the AE TAA for endorsement. The AE TAA will provide a recommendation to the DRTSA.	N
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.	N
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.	N
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.	N
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.	N
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.	N

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	N
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).	N
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	N
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.	N
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.	N

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 – Ordnance, Munitions and Explosives (OME) Regulations	N
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	N
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	N
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.	N
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.	N

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”.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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).	N
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.	N
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.	N
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.	N
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.	N

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.	N
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.	N
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.	N
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.	N
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.	N
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	N
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.	N
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.	N
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.	N

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.	N
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.	N
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.	N
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.	N
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).	N
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.	N
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.	Y

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.	Y
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.	Y
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.	Y
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	Y
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.	N
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).	Y
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.	Y
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.	Y
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.	Y

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.	Y
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.	Y
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.	Y
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.	Y
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	Y
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.	Y
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.	Y
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.	N
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.	N
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.	N

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.	N
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	N
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.	N
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).	N
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.	N
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.	N
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.	N

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	N
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.	N
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.	N
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 Ship1 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. [1] As defined in the Defence Maritime Regulator (DMR) Master Glossary of Terms.	N
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.	Y
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).	Y
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.	Y
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.	Y
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.	Y

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	Y
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.	Y
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.	Y
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.	Y
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.	Y
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).	Y
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.	Y
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.	Y
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.	Y
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.	Y

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).	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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	Y
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.	Y
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.	Y
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].	Y

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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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(ME)s and CFSOs will ensure that a supply of DCORS forms is readily available.	Y
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	Y

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].	Y
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.	Y
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.	Y
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.	Y
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.	Y
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	Y
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.	Y

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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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).	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y

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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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 withY responsibility for notifying industry and other nations of safety critical information receives the information immediately.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y

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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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	Y
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.	Y

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.	Y
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.	Y
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.	Y
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	Y
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	N

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.~~	N
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.	N
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.	N
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.	N

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.	N
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.	N
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.	Y
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: RAFRLOs@med.gov.uk.	Y
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@med.gov.uk.	Y

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.	Y
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 .	Y
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.	Y
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.	Y
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 .	Y
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.	Y
1440[10]	[10]	Authorized	RA Rationale	1440 - RA (Issue 9) - Air Safety Training	Air Safety Training is a critical component in the mitigation of Risk to Life. It increases safety awareness and supports the establishment and Maintenance of an engaged Air Safety culture. Human Factors (HF) and our interaction with aviation systems remain the principal causal factors in aviation Incidents and Accidents. Therefore, it is essential that all those involved in Defence Aviation (DA) ► / the Defence Air Environment (DAE) ◀ are trained to the highest possible standard.	Y
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.	Y
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.	Y

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.	Y
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.	Y
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.	Y
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.	Y
1440[10](01)006	[10]	Authorized	AMC	1440(1).6 - AMC - Air Safety Training - Human Factors	6. CQHFI 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 CQHFI 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	Y
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►◄.	Y
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.	Y
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.	Y
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.	Y
1440[10](01)011	[10]	Authorized	AMC	1440(1).11 - AMC - Air Safety Training - Human Factors	11. CQHFI Validity and Currency. All CQHFI should meet the HFF or HFS validity and currency requirements detailed in paragraphs 9-10. Once 5 years has elapsed since initial qualification, CQHFI may opt to apply for the HFFRC or conduct further Civilian HF instructor training deemed suitable as per paragraph 6.	Y
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).	Y

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.	Y
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.	Y
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	Y
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.	Y
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.	Y
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.	Y
1600[09]	[09]	Authorized	RA	1600 - RA (Issue 9) - 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, and physical attributes (mass, speed, energy, etc)), RPAS may present uncontrolled and unmitigated Risks to Life (RtL). The categorization of RPAS (which considers both RPAS type and method of operation) directs which Regulation and AMC apply. This Regulatory Article (RA) provides an overview of the Categorization system and directs the regulatory requirements to ensure that organizations acquire appropriate RPAS and correctly operate them in the relevant Category1 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.	N
1601[03]	[03]	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. Failure to appropriately address RPAS specific Hazards could lead to an increased Risk to Life (RtL). This regulatory framework will be proportionate to the RPAS Category and its physical attributes1. This Regulatory Article (RA) defines the regulatory framework for those RPAS operating 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.	N
1602[03]	[03]	Authorized	RA	1602 - RA (3) - 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. Failure to appropriately address RPAS specific Hazards could lead to an increased Risk to Life (RtL). This regulatory framework will be proportionate to the RPAS Category and its physical attributes1. This Regulatory Article (RA) defines the regulatory framework for those RPAS operating 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.	N

1603[03]	[03]	Authorized	RA	1603 - RA (3) - 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. Failure to appropriately address RPAS specific Hazards could lead to an increased Risk to Life (RtL). This regulatory framework will be proportionate to the RPAS Category and its physical attributes¹. This Regulatory Article (RA) defines the regulatory framework for those RPAS operating 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.	N
1604[03]	[03]	Authorized	RA	1604 - RA (3) - 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. Failure to appropriately address RPAS specific Hazards could lead to an increased Risk to Life (RtL). This regulatory framework will be proportionate to the RPAS Category and its physical attributes¹. This Regulatory Article (RA) defines the regulatory framework for those RPAS operating 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.	N
1605[03]	[03]	Authorized	RA	1605 - RA (3) - 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. Failure to appropriately address RPAS specific Hazards could lead to an increased Risk to Life (RtL). This regulatory framework will be proportionate to the RPAS Category and its physical attributes¹. RPAS operations conducted Beyond Visual line of Sight (BVLOS) and / or with remote air vehicles with a Maximum Take-Off Weight (MTOW) greater than 25 kg, pose additional RtL not only to those directly involved in launch and recovery, but also uninvolved persons and other air users. 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.	N
1606[03]	[03]	Authorized	RA	1606 - RA (3) - 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. ► Failure to appropriately address RPAS specific Hazards could lead to an increased Risk to Life (RtL). ◀ This regulatory framework will be proportionate to the RPAS Category and its physical attributes¹. 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.	N
1606[03](01)	[03]	Authorized	Regulation	1606(1) - Regulation - Regulatory Requirements	The MAA Regulatory Publications (MRP) shall apply to RPAS in the Certified Category.	N
1606[03](01)001	[03]	Authorized	AMC	1606(1).1 - AMC - Regulatory Requirements	1. Organizations² responsible for RPAS in the Certified Category should comply with all applicable RAs as would be ► required for crewed ◀ aviation. [2] ie those organizations responsible for design, Maintenance, Airworthiness, operation.	N
1606[03](01)003	[03]	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.	N
1606[03](01)003	[03]	Authorized	AMC	1606(1).3 - AMC - Regulatory Requirements	3. RPAS in the Certified Category should be certified in accordance with ► the Military Air System Certification Process³, 4. ◀ [3] Refer to RA 5810 – Military Type Certificate (MRP Part 21 Subpart B). [4] ► Refer to RA 5820 – Changes to Type Design. ◀	N
1606[03](01)004	[03]	Authorized	AMC	1606(1).4 - AMC - Regulatory Requirements	RPAS operating in the Certified Category should be registered on the UK Military Aircraft Register^[5]. [5] Refer to RA 1161 – Military Registration of Air Systems Operating within the Defence Air Environment.	N

1606[03](01)005	[03]	Authorized	GM	1606(1).5 - GM - Regulatory Requirements	5. The operation of RPAS in the Certified Category presents RtL similar to that of ►crewed◄ aviation. Therefore, excepting the Categorization and LEC requirements of RA 16006, RPAS in the Certified Category are subject to the same regulatory regime as ►crewed◄ aviation. [6] Refer to RA 1600 – Remotely Piloted Air Systems.	N
1606[03](01)006	[03]	Authorized	GM	1606(1).6 - GM - Regulatory Requirements	6. 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►7◄. [7] ►Refer to RA 5723 – Ageing Air System Audit.◄	N
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.◄	Y
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.	Y
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	Y
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 (Development)	Y
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.◄	Y
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.◄	Y

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.	Y
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.	Y
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.	Y
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.◄	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y

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.	Y
1910[05](01)015	[05]	Authorized	GM	Quality Assurance of aviation fuel from non-UK MOD Sources	15. ► ◀	N
1920[05]	[05]	Authorized	RA	1920 - RA (Issue 5) - Aviation Arrangements in His Majesty's / MOD Ships – Equipment Standards	When new, His Majesty's (HM) / MOD Ships¹ 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 aviation² 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) 00-1333 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.	N

Requirement Unique ID	Issue No.	Release Status	Item Type	Title	Rationale/Text	MHP/001 Contract: Applicability
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.	N
2101[07](01)	[07]	Authorized	Regulation	2101(1) - Regulation - Entitlement to Conduct Flying Duties	Aircrew shall be qualified to operate Air Systems.	N
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.	N
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.	N
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.	N

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)).	N
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.	N
2101[07](01)006	[07]	Authorized	GM	2101(1).6 - GM - Entitlement to Conduct Flying Duties	6. Aircrew are expected to meet an equivalent standard of English as that required by International Civil Aviation Organisation Level 4 before their initial Aircrew qualification4. 4 Refer to 'Manual on the Implementation of ICAO Language Proficiency Requirements', ICAO (2004).	N
2101[07](01)007	[07]	Authorized	GM	2101(1).7 - GM - Entitlement to Conduct Flying Duties	7. A UK military flying badge is awarded to Aircrew by a single-Service Approving Officer once the appropriate standard on an approved training course has been met, iaw Queen's Regulations5. 5 RN, Army and RAF refer to The Queen's Regulations for the RAF - Joint Regulation QR J727.	N
2101[07](01)008	[07]	Authorized	GM	2101(1).8 - GM - Entitlement to Conduct Flying Duties	8. Initial Aircrew qualifications awarded under paras 2.a.(2) and 2.a.(3) are only valid for operating UK military registered Air Systems which are under the ADH / AM(MF) awarding the qualification.	N
2101[07](01)009	[07]	Authorized	GM	2101(1).9 - GM - Entitlement to Conduct Flying Duties	9. Where Flight Simulator Training Devices (FSTD) are used for formal instruction (iaw RA 23756) that leads to an initial Aircrew qualification iaw para 2, Aircrew will be given instruction by a type-specific Qualified AI (or if under a UK CAA / EASA ATO, by an appropriately qualified FI). 6 Refer to RA 2375 – Qualification, Approval and Use of Flight Simulator Training Devices.	N
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.	N
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.	N

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.	N
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.	N
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.	N
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).	N
2101[07](02)015	[07]	Authorized	GM	2101(2).15 - GM - Certificate of Qualification on Type	15. Where FSTD are used for formal instruction (iaw RA 23756) that results in award of a CQT, Aircrew will be given 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 TRI).	N
2101[07](02)016	[07]	Authorized	GM	2101(2).16 - GM - Certificate of Qualification on Type	16. CQT is recorded in the MOD Flying Logbook. ADH / AM(MF) / FOPH may issue a CQT as a separate document where no MOD Flying Logbook is held. Evidence from National Aviation Authority licences and proficiency checks may be used as evidence towards issue of a CQT, but do not themselves represent equivalence.	N
2101[07](02)017	[07]	Authorized	GM	2101(2).17 - GM - Certificate of Qualification on Type	17. ADH / AM(MF) orders may describe appropriate limitations for CQT on a specific type (for example 'First Pilot Day Only').	N
2101[07](02)018	[07]	Authorized	GM	2101(2).18 - GM - Certificate of Qualification on Type	18. Test Pilots may deliver flying instruction leading to CQT, where a type-specific Qualified AI could not reasonably be expected to exist, at the discretion of the ADH / AM(MF).	N

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.	N
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.	N
2102[03](01)001	[03]	Authorized	AMC	2102(1).1 - AMC - Certificate of Competence	ADH and AM(MF) should issue orders detailing the competence levels, 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.	N
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.	N
2102[03](01)003	[03]	Authorized	GM	2102(1).3 - GM - Certificate of Competence	Commanders or Flight Operations post-holders may impose additional criteria pertinent to operating effectiveness over and above the safe operation of the Air System prior to the issue of a Certificate of Competence.	N
2102[03](01)004	[03]	Authorized	GM	2102(1).4 - GM - Certificate of Competence	Certificate of Competence status is not automatic following achievement of the criteria by Aircrew, but will be subject to the discretion of unit Commanders, Flight Operations post-holders or higher authority, as may be specified by the appropriate ADH or AM(MF).	N
2102[03](02)	[03]	Authorized	Regulation	2102(2) - Regulation - Periodicity of Assessment of Competence	Aircrew competence shall be periodically, independently assessed.	N
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.	N
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.	N

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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
2103[03](01)005	[03]	Authorized	GM	2103(1).5 - GM - Currency Requirements	Currency Lapses. The purpose of a check sortie is to allow a non-current individual to fulfil their normal crew duties without additional supervisory requirements whilst regaining currency. A check sortie itself does not necessarily constitute regaining of currency, ie individuals must not be allowed to merely conduct back-to-back check sorties to be deemed current. Minimum requirements for currency as laid down in ADH or AM(MF) orders must be met before an individual is deemed to be current. Consequently, following a check sortie, a period of consolidated flying might need to be completed to achieve currency.	N

2103[03](01)006	[03]	Authorized	GM	2103(1).6 - GM - Currency Requirements	Aircrew Multiple Competencies. Demands on Aircrew competencies will vary according to tasks and roles. Nevertheless, Aircrew must be properly trained and current to meet the demands of forthcoming tasks and roles. This might require limiting the number of Air Systems flown and might necessitate additional flying training and practice above the minimum stipulated.	N
2103[03](01)007	[03]	Authorized	GM	2103(1).7 - GM - Currency Requirements	Multi-Type Aircrew. In determining currency and continuation training equivalence between Air Systems, ADH and AM(MF) will need to consider such factors as: asymmetric characteristics; instrument/cockpit layouts; performance and handling; and Air System system complexity.	N
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.	N
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.	N
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.	N
2103[03](02)010	[03]	Authorized	GM	2103(2).10 - GM - Continuation Training	Test Pilot Continuation Training. For Test Pilots, continuation training also permits the handling of an Air System on which they may not hold a Certificate of Qualification on Type to allow them to experience the flying or system characteristics of an unfamiliar type and to practise flight test techniques.	N
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.	N
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.	N
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.	N

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:	N
2115[05](01)003	[05]	Authorized	GM	2115(1).3 - GM - Responsibilities of an Aircraft Commander	When Qualified Aircrew Instructors (Qualified AI) are qualified to act as Aircraft Commanders and are acting in the capacity of Qualified AI, they will normally be the Aircraft Commander, unless otherwise permitted by ADH or AM(MF).	N
2115[05](01)004	[05]	Authorized	GM	2115(1).4 - GM - Responsibilities of an Aircraft Commander	Subordinate orders and instructions may use the term 'Aircraft Captain'. Where this occurs, the meaning will be interpreted as being synonymous with the meaning of 'Aircraft Commander'.	N
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.	N
2115[05](2)005	[05]	Authorized	AMC	2115(2).5 - AMC - Authority of an Aircraft Commander	Nil.	N

2115[05](2)006	[05]	Authorized	GM	2115(2).6 - GM - Authority of an Aircraft Commander	This regulation protects the safety of persons on board from attempts to undermine the Aircraft Commander's authority for the preservation of Air Safety. For example, a superior may be instructed by the Aircraft Commander to 'sit down and fasten a seat belt'. A superior acting on behalf of the Aircraft Operating Authority may issue a legitimate order affecting the sortie as planned, whether on board or not, such as a Grade 1 diversion, so long as the order is consistent with RA 1020[2] and / or RA1024[3], and RA 1210[4]. [2] Refer to RA 1020 - Aviation Duty Holder and Aviation Duty Holder-Facing Organizations - Roles and Responsibilities. [3] Refer to RA 1024 - Accountable Manager (Military Flying). [4] Refer to RA 1210 - Ownership and Management of Operating Risk (Risk to Life).	N
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.	N
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).	N
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.	N
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.	N

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.	N
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.	N
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.	N
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.	N

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).	N
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	N
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.	N
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).	N
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.	N
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 IRT ⁷ .	N

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.	N
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).	N
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.	N
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.	N
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).	N

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.	N
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).	N
2120[04](01)020	[04]	Authorized	GM	2120(1).20 - GM - Instrument Rating Requirements	20. Practical Training Environment. Practical flying training for an IR may be conducted during a live sortie in IMC or under simulated IF conditions, or using an appropriately qualified and approved Flight Simulator Training Device7 (FSTD).	N
2120[04](01)021	[04]	Authorized	GM	2120(1).21 - GM - Instrument Rating Requirements	21. IR Recognition Across Aircraft Types or Marks. In determining applicability of an IR from one type or mark of Aircraft to one or more other types, ADH / AM(MF) will need to consider such factors as types of approach, approved classes of airspace, asymmetric characteristics, instrument / cockpit layouts, performance, handling, and Air System complexity.	N
2120[04](01)022	[04]	Authorized	GM	2120(1).22 - GM - Instrument Rating Requirements	22. Classes of Airspace. Notwithstanding general privileges conferred by a pilot's category of IR, limitations will apply in those classes of airspace for which the Air System is not equipped - unless the appropriate Air Traffic Control (ATC) authority has given clearance and it is permitted by the Air System RTS or MPTF.	N
2120[04](01)023	[04]	Authorized	GM	2120(1).23 - GM - Instrument Rating Requirements	23. Command IRE / IRI. Command IRE / IRI are appointed by ADH / AM(MF) to signify higher levels of experience and competence. They provide support to less experienced IRE / IRI, guidance and assurance to the ADH / AM(MF) in design and management of the IR scheme - and may support several Aircraft types.	N
2120[04](01)024	[04]	Authorized	GM	2120(1).24 - GM - IR Categories	24. Unrated. All pilots who don't hold a valid IR for that Aircraft type are Unrated, whether or not they have completed an IF competence check. An Unrated pilot who inadvertently enters IMC will minimize time spent in IMC to that necessary to regain VMC.	N

2120[04](01)025	[04]	Authorized	GM	2120(1).25 - GM - IR Categories	25. Amber IR. The Amber IR will normally be awarded to pilots who have passed the appropriate flying and ground tests but lack the experience or currency criteria laid down for the award of a White or Green IR. a. Privileges. The Amber IR qualifies a pilot to carry out the following tasks. (1) IMC: Airways crossing. Flight in Class F and G airspace. (2) Special VFR: Flight in Class D airspace. (3) IFR: Flight in Class D and E airspace while under the control of the authority controlling that airspace. (4) Operational Air Traffic (OAT): All classes of airspace in the UK. b. IR Allowance. A pilot holding an Amber IR will add the allowance of 300 ft to procedure minima when calculating Decision Height / Altitude (DH / DA) and Minimum Decent Height / Altitude (MDH / MDA).	N
2120[04](01)026	[04]	Authorized	GM	2120(1).26 - GM - IR Categories	26. White IR. The White IR will normally be awarded to pilots who have passed the appropriate flying and ground tests but lack the experience or currency criteria for the award of a Green IR. a. Privileges. The unrestricted White IR qualifies a pilot to operate as General Air Traffic (GAT) or OAT in all classes of airspace. b. Restrictions. ADH / AM(MF) may specify restrictions that apply to the issue of the White IR according to the experience of the pilot or the limitations of the Air System type. c. IR Allowance. A pilot holding a White IR will add the allowance of 200 ft to procedure minima when calculating DH / DA and MDH / MDA.	N
2120[04](01)027	[04]	Authorized	GM	2120(1).27 - GM - IR Categories	27. Green IR. The Green IR will normally be awarded to pilots who have passed the appropriate flying and ground tests and who meet the minimum experience and currency criteria for the award of a Green IR: a. Privileges. The unrestricted Green IR qualifies a pilot to operate as GAT or OAT in all classes of airspace. b. Restrictions. ADH / AM(MF) may specify restrictions that apply to the issue of the Green rating according to the experience of the pilot or the limitations of the Air System type. c. IR Allowance. The allowance for a Green IR is zero – procedures may be flown to the published minima.	N
2120[04](01)028	[04]	Authorized	GM	2120(1).28 - GM - IR Categories	28. Master Green IR. The Master Green IR will normally only be awarded to pilots who have displayed superior airmanship. It recognizes a higher level of experience and accomplishment in IF: a. Privileges. The unrestricted Master Green IR qualifies the pilot to the same level as a Green IR and confers the same privileges. b. Restrictions. ADH / AM(MF) may specify restrictions that apply to the issue of a Master Green IR. c. IR Allowance. The allowance for a Master Green IR is zero – procedures may be flown to the published minima.	N
2120[04](01)029	[04]	Authorized	GM	2120(1).29 - GM - IR Categories	29. Civilian IR Equivalency. ADH / AM(MF) may allow a civilian IR to be used to confer a military IR; however, in doing so they must ensure that all the criteria contained within this Regulation are met.	N

2120[04](01)030	[04]	Authorized	GM	2120(1).30 - GM - IR Categories	30. Civilian and Service FSTD Instructors who conduct IRTs will be nominated as IRE / IRI and fly their qualifying IRT in the FSTD to Green standard. Those nominated will only be approved by CIRE / CIRI after being observed briefing, conducting, and debriefing a simulator IRT. FSTD IRE / IRI will be valid for 13 months from the date of the test.	N
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.	N
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 syllabus ⁹ . ⁹ For CAA / EASA, refer EASA-Part Flight Crew Licencing FCL.600-IR.	N
2120[04](02)032	[04]	Authorized	AMC	2120(2).32 - AMC - Instrument Rating Test	32. The IRT should be a live flight or IFSTD ⁷ 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.	N
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.	N
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.	N
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).	N

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.	N
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.	N
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.	N
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.	N
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.	N

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.	N
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.	N
2120[04](02)043	[04]	Authorized	GM	2120(2).43 - GM - Instrument Rating Test	43. The central advisory body regarding IF standards and techniques is Examining Wing of the Central Flying School (CFS). Where authorized, CFS agents may provide advice within their ADH / AM(MF) orders on IF matters.	N

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).	N
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.	N
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.	N
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).	N

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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N

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.	N
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.	N
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.	N
2125[04](01)013	[04]	Authorized	GM	2125(1).13 - GM - Aircrew Instructor Training	Independent Assessment of ATO and AI. ADH / AM(MF) need to nominate suitably qualified assessors with role-specific expertise. Assessors need to be sufficiently independent such that they are not unduly influenced by commercial, operational, peer or rank / status pressures. For example CFS Exam Wing, CFS Agents, ASWC or UK CAA / EASA ATO.	N
2125[04](01)014	[04]	Authorized	GM	2125(1).14 - GM - Aircrew Instructor Training	CFS ATO. CFS ATO are training organizations that are approved by CFS to conduct training leading to a CFS AI Qualification.	N
2125[04](01)015	[04]	Authorized	GM	2125(1).15 - GM - Aircrew Instructor Training	Other ATO. The ASWC will provide details of the types of Warfare AI they will train, experience levels and course(s) required by personnel to become Warfare AI, as well as the required currencies and competencies required for a Warfare AI qualification to remain valid. CFS Exam Wing may approve course content and structure for training given at Front Line Command ATO. Other ATO may seek advice on good practice from CFS.	N
2125[04](01)016	[04]	Authorized	GM	2125(1).16 - GM - Aircrew Instructor Training	Selection. Aircrew may apply, or be recommended, for AI training at any time after the award of the appropriate flying badge or Aircrew qualification[3]. [3] Refer to RA 2101 - Aircrew Qualifications.	N

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).	N
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.	N
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.	N
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.	N
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.	N
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.	N

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.	N
2130[08](01)006	[08]	Authorized	GM	Survival Training and Currency	6. The ADH and AM(MF) may grant extensions to the periodicities detailed at Annex A for operational reasons or in exceptional circumstances.	N
2130[08](01)007	[08]	Authorized	GM	Survival Training and Currency	7. The ADH and AM(MF) may exempt units from a specific drill detailed at Annex A in exceptional circumstances, when they consider that the drill is not applicable to an Aircraft type and / or role. Additionally, the ADH and AM(MF) may exempt Aircrew and trainees from the life raft / preserver drills, wet winching drills and UET / Short Term Air Supply System (STASS) drills where those Aircrew and trainees are not required to conduct over water sorties. Any exemption must be formally recorded in the Air System Safety Case[1].	N
2130[08](01)008	[08]	Authorized	GM	Survival Training and Currency	8. Wet Drills. When a wet drill is completed the equivalent dry drill is also deemed to have been completed. Similarly, when a sea / Environmental Pool Trainer drill is completed the associated pool drill is also deemed to have been completed.	N
2130[08](01)009	[08]	Authorized	GM	Survival Training and Currency	9. Synthetic Parachute Training. Normally SPT is to be conducted wearing full AEA and SE appropriate to the Aircraft type. However, the ADH and AM(MF) may detail alternative AEA and SE (as per para 1.f.) where they assess the wearing of full AEA and SE to be inappropriate. Water parachute dragging drills will normally be practised in conjunction with wet life raft drills	N

2130[08](01)010	[08]	Authorized	GM	Survival Training and Currency	10. Wet Multi-Seat Life Raft Drill. Multi-seat life raft drills are a requirement for Aircrew whose Aircraft do not normally carry multi seat life rafts. They are conducted to familiarize Aircrew with the type of life raft that may be supplied by rescue crews or when flying as a Passenger in a transport Aircraft. However, some dispensations are given in the periodicity detailed at Annex A.	N
2130[08](01)011	[08]	Authorized	GM	Survival Training and Currency	11. Underwater Escape Training. UET will normally be carried out in a suitable rotary-wing module at the UET Unit (UETU), RNAS Yeovilton, although alternative facilities may be used for detached units or Defence Contractor Flying Organizations.	N
2130[08](01)012	[08]	Authorized	GM	Survival Training and Currency	12. STASS Dry Drill. Initial STASS dry drills will be completed at the UETU. Subsequent STASS dry drills may be carried out locally.	N
2130[08](01)013	[08]	Authorized	GM	Survival Training and Currency	13. STASS Wet Drill. STASS wet drills will be completed by eligible personnel at the same time as UET. All personnel required to undertake wet STASS training will be medically screened prior to the training, using the Medical Screening Questionnaire[2].	N
2130[08](01)014	[08]	Authorized	GM	Survival Training and Currency	14. STASS Exemptions. The ADH and AM(MF) may permit personnel who are medically boarded and assessed as permanently unfit for wet STASS training, but who have previously completed wet STASS training, to conduct dry STASS drills only. This judgement will be made with medical guidance on a case by case basis and will be recorded in the individual's Flying Logbook[3].	N
2130[08](01)015	[08]	Authorized	GM	Survival Training and Currency	15. Environmental Pool Trainer. Military student Aircrew will experience the effects of cold-water shock and sea survival, from their initial Aircrew Maritime Survival Drills provided by the Defence Survival, Evasion, Resistance and Extraction Training Organisation. However, the initial wet winching drill may be conducted at the Environmental Pool Trainer. Thereafter, the Environmental Pool Trainer (including winch trainer) is entirely interchangeable with the sea for drill validities detailed at Annex A.	N
2130[08](01)016	[08]	Authorized	GM	Survival Training and Currency	16. Survival, Escape / Evasion, Resistance and Extraction (SERE). The requirements for land-centric SERE training, for operating in a potentially hostile environment, are directed in Joint Service Publication (JSP) 998[4]. These requirements are theatre specific and will be initiated as required by the relevant Force Commanders after consultation with Permanent Joint Headquarters. The currency and revalidation of SERE training is detailed in JSP 911[5].	N
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.	N
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.	N

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.	N
2130[08](02)019	[08]	Authorized	GM	Wearing and Carriage of Aircrew Equipment Assemblies and Survival Equipment	19. Immersion Thermal Protection. Guidance on the wearing of AEA to protect against cold water immersion is available in JSP 911[5].	N
2130[08](02)020	[08]	Authorized	GM	Wearing and Carriage of Aircrew Equipment Assemblies and Survival Equipment	20. Chemical Warfare Training. See RA 2135(7)[6] for details regarding flying in clothing or equipment following chemical warfare training.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
2130[08](03)027	[08]	Authorized	GM	Restraint Systems	27. Dispatcher harnesses, whilst preventing the wearer from inadvertent exit from the Aircraft, do not provide the same degree of restraint or protection as seat harnesses.	N
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.	N

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.	N
2130[08](04)029	[08]	Authorized	GM	Aircraft Survival and Rescue Equipment	29. Life Rafts. Operational considerations may render the carriage of life rafts impractical. For guidance on ADH responsibilities in Operations see RA 1020[7].	N
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.	N
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.	N
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.	N
2130[08](05)032	[08]	Authorized	GM	Ejection Seat Anthropometrics	32. Ejection Seat Check. The ADH and AM(MF) may wish to stipulate different levels of AEA and SE to be worn during an ejection seat check for Aircrew, Supernumerary Crew, Supernumerary Support Crew and Passengers based on the sortie to be flown.	N
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.	N
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).	N

2130[08](06)034	[08]	Authorized	GM	Fire, Smoke and Fumes Training	34. CAA Paper 2009 / 019 provides useful guidance and recommendations for fire, smoke and protective breathing equipment training, including the management of passengers, directly relevant to large passenger carrying Aircraft.	N
2130[08](06)035	[08]	Authorized	GM	Fire, Smoke and Fumes Training	35. ADH and AM(MF) may wish to consider the following in relation to Fire, Smoke and Fumes Training: a. Periodicity requirements based on the type, complexity and number of fire, smoke or fume sources that Aircrew might be expected to manage (Aircraft type specific). b. Requirements for realism and accuracy in the conduct of training. c. Ensuring practice equipment if not identical (eg Halon Fire Extinguishers) is suitably representative.	N
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.	N
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).	N
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.	N

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.	N
2135[11](01)003	[11]	Authorized	GM	Medical Employment Standard	3. A MES for Supernumerary Crew may be more permissive than for Aircrew (for example, where appropriate to platform and role, they may be similar to passenger standards). As for Aircrew, ADH / AM(MF) will state the required MES for Supernumerary Crew following medical policy advice. Variation in MES by platform and role is anticipated.	N
2135[11](01)004	[11]	Authorized	GM	Medical Employment Standard	4. An ADH or AM(MF) will seek advice on medical standards from their relevant medical authority: a. Consultant Advisor Aviation Medicine (CA Avn Med) for Royal Navy / Army; b. SO1 Aviation Medicine (SO1 Avn Med) for Joint Helicopter Command; c. Command Flight Medical Officer (CFMO)[4] for Royal Air Force (RAF) and Contractor Flying Approved Organization Scheme (CFAOS) organizations. [4] CFMO(RAF), RAF CAM, RAF Henlow, Bedfordshire, SG16 6DN.	N
2135[11](01)005	[11]	Authorized	GM	Medical Employment Standard	5. A Military Aviation Medical Examiner (MAME) is a Medical Officer (MO), a Civilian Medical Practitioner (CMP) or a locum doctor, qualified to assess and determine fitness for Aircrew and Controllers[5],[6]. A MAME will complete approved training from RAF Centre of Aviation Medicine (CAM) Aviation Medicine Training Wing (AMTW) and be endorsed by the appropriate sS medical authority. [5] Aircrew and Controllers who are subject to the MRP. [6] Refer to RA 3203 – Controller Medical Requirements.	N
2135[11](01)006	[11]	Authorized	GM	Medical Employment Standard	6. Aircrew in non-flying appointments can defer their PME in accordance with AP 1269A Leaflet 4-02.	N
2135[11](01)007	[11]	Authorized	GM	Medical Employment Standard	7. Aircrew medical fitness is assessed at PME. The MAME will sign the MES record in the individual's Flying Logbook or on a suitable certificate. The recorded PME is valid until the last day of the month in which the next PME is due.	N

2135[11](01)008	[11]	Authorized	GM	Medical Employment Standard	8. Defence Contractor Flying Organizations (DCFO) require either a designated MAME or an endorsed Civil Aeromedical Examiner (Civil AME)[7] . Details of available MAMEs are available from CFMO(RAF). Civil AMEs require endorsement by Deputy Assistant Chief of Staff Aviation Medicine (DACOS AvMED) at the RAF CAM, before they can act in lieu of a MAME. Civilian Aircrew may seek advice from the CFMO(RAF)[4] for access to a MAME. [7] A Civil AME certified by the CAA / EASA.	N
2135[11](01)009	[11]	Authorized	GM	Medical Employment Standard	9. If a MAME does not have access to a primary care record, they will use a Statement of Health (SoH) and Medical Attendant's Report (MAR) in conjunction with a civil medical certificate where appropriate, to assess Aircrew fitness for their role[8]. [8] The SOH and MAR may be found in AP 1269A Leaflet 4-02 Annex C and Annex D.	N
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.	N
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).	N
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.	N
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.	N
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.	N
2135[11](02)014	[11]	Authorized	GM	Fitness-to-Fly	14. Aircrew and Supernumerary Crew may declare, without medical advice, that they are not fit-to-fly.	N
2135[11](02)015	[11]	Authorized	GM	Fitness-to-Fly	15. Strenuous or prolonged physical exercise, breaks from flying, or fatigue, may adversely affect individual ability to withstand the stress of flight, including G tolerance - particularly in the short term. Aircrew, Supernumerary Crew, and their supervisors, will need to consider when such circumstances (whether on or off-duty) may necessitate advice from a MAME prior to flight.	N
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.	N

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.	N
2135[11](03)017	[11]	Authorized	GM	Pilot Operations - Upper Age Restriction	17. Nil.	N
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.	N
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.	N
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.	N
2135[11](04)020	[11]	Authorized	GM	Flying After an Accident or In-Flight Medical Incident	20. AP 1269[9] Section 6 provides detailed information on handling specific types of in-flight medical incidents[10]. [9] Refer to AP 1269 – Medical Management and Administration. [10] Including inter alia: hypoxia; contamination of oxygen supply; fumes in the cockpit; spatial disorientation; G-Induced Loss of Consciousness (G-LOC).	N
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.	N
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.	N
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.	N

2135[11](05)023	[11]	Authorized	GM	Aviation Medicine Training	23. Aviation Medicine (AvMed) Training for Supernumerary Crew is required but training design is left up to the ADH or AM(MF) to specify following medical policy advice. As AvMed training addresses various elements including physiological (environmental) and cognitive factors, training for Supernumerary Crew may be similar in some respects to Aircrew on the same platform type, and different in others. Variation in AvMed Trg by platform and role is anticipated.	N
2135[11](05)024	[11]	Authorized	GM	Aviation Medicine Training	24. Further guidance on aviation medicine training can be found in AAMedP-1.2[12] which contains appropriate syllabi for initial and refresher training by Aircraft type. [12] AAMedP-1.2 is available from the NATO Standardization Office (NSO) public website.	N
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.	N
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.	N
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.	N
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.	N

2135[11](06)028	[11]	Authorized	GM	High G Training	28. Centrifuge exposure may adversely affect individuals due to the physical strain of High G and sensory disturbance induced by centrifuge manoeuvres.	N
2135[11](06)029	[11]	Authorized	GM	High G Training	29. Further guidance on High G training can be found in AAMedP-1.13[15]. [15] Refer to AAMedP-1.13 - Minimum Requirements for Physiological Training of Aircrew in High "G" Environment. AAMedP-1.13 is available from the NSO public website.	N
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.	N
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.	N
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.	N
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.	N

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 pressures^{1[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.	N
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	N
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.	N
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.	N
2135[11](07)037	[11]	Authorized	GM	Temporary Medical Restrictions to Flying Duties	37. Some techniques used by complementary or alternative medical practitioners are not subject to the same controls as conventional medicine and may not be evidence based. Complementary or alternative medicine cannot be guaranteed to be free from detrimental side-effects.	N
2135[11](07)038	[11]	Authorized	GM	Temporary Medical Restrictions to Flying Duties	38. Most inoculations and vaccinations will cause a 12-hour restriction on flying. Where specific aviation medicine guidance is not provided a MAME will normally be consulted.	N
2135[11](07)039	[11]	Authorized	GM	Temporary Medical Restrictions to Flying Duties	39. A wide variety of sporting activities could lead to a risk of concussion. Where there is any risk that a head injury may have been incurred, consultation with a MAME is likely to be necessary.	N

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.	N
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.	N
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.	N
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.	N
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.	N
2201[04](01)004	[04]	Authorized	GM	2201(1).4 - GM - Documents to be Carried	For the purpose of this Regulation, the term land away from parent unit is not intended to include a landing conducted during a period of continuous charge where the final destination is the parent Station / Ship / Unit.	N
2201[04](01)005	[04]	Authorized	GM	2201(1).5 - GM - Documents to be Carried	Where carriage of the Aircraft technical log and technical publications is not practical, alternate means of transportation may be used provided the Aircraft Commander has arranged for the timely arrival of the documents at his destination.	N
2201[04](01)006	[04]	Authorized	GM	2201(1).6 - GM - Documents to be Carried	The Manual of Airworthiness Maintenance - Documentation (MAM-D)[1] provides guidance for the necessary preparation of the Aircraft technical log prior to carriage in the Aircraft, including the requirement to remove / copy documents bearing original signatures. The intent of the MAM-D[1] is to preserve original signatures for work carried out and put measures in place to aid the reconstruction of the Aircraft technical log in the event of loss. At each new point of departure, documents bearing original signatures will be removed; however, where the information contained in the removed documentation is to remain with the Aircraft, a copy will be substituted. [1] Refer to The Manual of Airworthiness Maintenance - Documentation (MAM-D) - Part 1 Chapter 3.1 - MOD Form 700 Series – General Information.	N

2201[04](01)007	[04]	Authorized	GM	2201(1).7 - GM - Documents to be Carried	For the purposes of this regulation, 'appropriate technical publications' may include, but is not limited to: a. Safety and Maintenance Notes (Topic 5A2). b. Flight Servicing Schedule (Topic 5B1). c. Ground Handling Notes (Topic 12A).	N
2201[04](01)008	[04]	Authorized	GM	2201(1).8 - GM - Documents to be Carried	Electronic data may be downloaded and carried in the Aircraft to which it relates, providing that a verified, up-to-date, back-up of the database has been made and retained for safe keeping.	N
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.	N
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.	N
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.	N
2210[04](01)002	[04]	Authorized	GM	2210(1).2 - GM - Preventive Maintenance Limitations	Preventative Maintenance comprises scheduled Maintenance, condition-based Maintenance and flight servicing as detailed in the Air System Maintenance programme, as well as any additional Preventative Maintenance requirements that may be imposed by the Military Continuing Airworthiness Management Organization.	N
2210[04](01)003	[04]	Authorized	GM	2210(1).3 - GM - Preventive Maintenance Limitations	The next Preventive Maintenance due will be recorded in the Air System technical log.	N
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).	N

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.	N
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.	N
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.	N
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.	N
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.	N

2210[04](02)009	[04]	Authorized	GM	2210(2).9 - GM - Continuous Charge Operations	Continuous Charge[3] is a concept of operations that is Authorized for certain types of Air System, which allows the Air System to perform multiple sorties (undertaken, if necessary, by different crews), while remaining under the responsibility of the Aircraft Commander(s). [3] Refer to the MAM-P - Chapter 3.2 – Continuous Charge.	N
2210[04](02)010	[04]	Authorized	GM	2210(2).10 - GM - Continuous Charge Operations	A period of Continuous Charge starts when the first Aircraft Commander accepts custody of the Air System[4] and the technical log acceptance certificate is signed (MOD Form 700 or its equivalent). It ends when the final after-flight declaration is completed and custody of the Air System is returned to the Maintenance organization. For the MOD Form 700 these signatures are recorded on the FSC. [4] Refer to RA 2301 – Responsibility for an Air System.	N
2210[04](02)011	[04]	Authorized	GM	2210(2).11 - GM - Continuous Charge Operations	The Aircraft Commander may physically leave the Air System, but they retain responsibility for the Air System until they are no longer the Aircraft Commander.	N
2210[04](02)012	[04]	Authorized	GM	2210(2).12 - GM - Continuous Charge Operations	Continuous Charge operations are only permitted on those types of Air System for which approval has been granted by the respective Type Airworthiness Authority (TAA)[5]. [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 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.	N
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.	N
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.	N

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.	N
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.	N
2211[03](01)003	[03]	Authorized	GM	2211(1).3 - GM - Authorization of Aircrew to Carry Out Flight Servicing	AFS may include, but is not limited to: a. Flight servicing[1]. b. System replenishments. c. Fuelling operations. D. Loading and unloading of pyrotechnics[2]. E. Supervision of ground handling[3]. [1] Refer to MAM-P Chapter 2.3 – Authorization of Aircrew to Carry Out Air System Maintenance Work. [2] Refer to MAM-P Chapter 8.2 – Weapon Preparation and Loading. [3] Refer to MAM-P Chapter 3.4 – Ground Operations.	N

2211[03](01)004	[03]	Authorized	GM	2211(1).4 - GM - Authorization of Aircrew to Carry Out Flight Servicing	The AFS authorizer will be a Suitably Qualified and Experienced Person (SQEP) holding the appropriate Authority Level J[4]. This may be, but is not limited to, the Squadron Air Engineer Officer (RN), Officer Commanding Workshops (Army), Senior Engineering Officer (RAF) or, for Defence Contractor Flying Organizations, an equivalent authorized engineer. [4] Refer to MAM-P Chapter 0.6 – Authority Levels and Tasks.	N
2211[03](01)005	[03]	Authorized	GM	2211(1).5 - GM - Authorization of Aircrew to Carry Out Flight Servicing	The authorization will: a. Explicitly detail the scope of the activities which apply, including, if applicable, certification in the technical log (MOD Form 700 or equivalent) that the aircraft is ready for flight. b. Be valid for a maximum period of one year or until assignment to a new unit, whichever is sooner. Re-authorization will require the individual to pass a competency check.	N
2211[03](01)006	[03]	Authorized	GM	2211(1).6 - GM - Authorization of Aircrew to Carry Out Flight Servicing	An acceptable process for granting aircrew AFS is contained within MAM-P[1]. [1] Refer to MAM-P Chapter 2.3 – Authorization of Aircrew to Carry Out Air System Maintenance Work.	N
2211[03](01)007	[03]	Authorized	GM	2211(1).7 - GM - Authorization of Aircrew to Carry Out Flight Servicing	Ground Handling of Aircraft. The requirements for personnel involved in the ground handling of Aircraft, including Aircrew, are contained in MAM-P[3]. [3] Refer to MAM-P Chapter 3.4 – Ground Operations.	N
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.	N
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.	N

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.	N
2211[03](02)010	[03]	Authorized	GM	2211(2).10 - GM - Authorization of Aircrew to Carry Out Air System Maintenance Work	The authorization may include, but is not limited to: a. Minor Corrective or Preventive Maintenance[1]. b. Role Changes[1],[5]. c. Authority to defer maintenance or record limitations (regulated by RA 4812[6]). Where applicable, the scope of Air System items/systems to which this could be permitted will be published in the Topic 2(N/A/R)1; however, individual authorization may restrict this scope further. [1] Refer to MAM-P Chapter 2.3 – Authorization of Aircrew to Carry Out Air System Maintenance Work. [5] Refer to MAM-P Chapter 7.4 - Air System Role Equipment: Maintenance, Modification and Control. [6] Refer to RA 4812 – Certification of Air System Release and Component Release (MRP 145.A.50).	N
2211[03](02)011	[03]	Authorized	GM	2211(2).11 - GM - Authorization of Aircrew to Carry Out Air System Maintenance Work	The Authorizer will be SQEP holding the appropriate Authority Level J[4]. This may be, but is not limited to, the Squadron Air Engineer Officer (RN), Officer Commanding Workshops (Army), Senior Engineering Officer (RAF) or, for Defence Contractor Flying Organizations, an equivalent authorized engineer. [4] Refer to MAM-P Chapter 0.6 – Authority Levels and Tasks.	N
2211[03](02)012	[03]	Authorized	GM	2211(2).12 - GM - Authorization of Aircrew to Carry Out Air System Maintenance Work	The authorization will: a. Explicitly detail the scope of the activities which apply, including, if applicable, certification in the technical log (MOD Form 700 or equivalent) that the Air System is ready for flight. B. Be valid for a maximum period of one year or until assignment to a new unit, whichever is sooner. Re-authorization will require the individual to pass a competency check.	N
2211[03](02)013	[03]	Authorized	GM	2211(2).13 - GM - Authorization of Aircrew to Carry Out Air System Maintenance Work	An acceptable process for granting aircrew authorization to carry out maintenance is contained within MAM-P[1]. [1] Refer to MAM-P Chapter 2.3 – Authorization of Aircrew to Carry Out Air System Maintenance Work.	N
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.	N

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.	N
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.	N
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.	N
2211[03](03)017	[03]	Authorized	GM	2211(3).17 - GM - In-Flight Corrective Maintenance	A list of systems on which in-flight corrective maintenance may be attempted is promulgated by the TAA in the Topic 2(N/A/R)1, where applicable.	N
2211[03](03)018	[03]	Authorized	GM	2211(3).18 - GM - In-Flight Corrective Maintenance	An acceptable process for controlling in-flight corrective maintenance is detailed in MAM-P[8]. [8] Refer to MAM-P Chapter 4.1 – Types of Maintenance.	N
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.	N
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.	N
2211[03](04)020	[03]	Authorized	GM	2211(4).20 - GM - Training of Aircrew to Enter Cockpits Containing Aircraft Assisted Escape Systems (AAES)	The periodicity of initial and subsequent AAES (eg ejection seat) training and Role Performance Statements applicable to selected categories of personnel are promulgated in technical publications.	N
2211[03](04)021	[03]	Authorized	GM	2211(4).21 - GM - Training of Aircrew to Enter Cockpits Containing Aircraft Assisted Escape Systems (AAES)	Further technical policy on working with AAES is contained within MAM-P[9]. [9] Refer to MAM-P Chapter 7.1 – Aircraft Assisted Escape Systems.	N

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.	N
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)	N
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.	N
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.	N
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.	N
2220[03](01)004	[03]	Authorized	GM	2220(1).4 - GM - The Flight Test Schedule	A MTF is conducted to confirm the performance and serviceability of an Air System and will encompass the full FTS.	N
2220[03](01)005	[03]	Authorized	GM	2220(1).5 - GM - The Flight Test Schedule	A PTF is conducted to confirm the performance and serviceability of an Air System related to specific maintenance activity. The content of the PTF will involve selected elements of the FTS as required.	N
2220[03](01)006	[03]	Authorized	GM	2220(1).6 - GM - The Flight Test Schedule	An Airborne Check (AC) or Taxi Check (TC) is an engineering requirement not covered by the FTS, or where the testing of the system or component in accordance with the FTS is deemed inappropriate.	N
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.	N
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.	N
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.	N
2220[03](02)009	[03]	Authorized	GM	2220(2).9 - GM - Aircrew Authorization for MTF and PTF	For authorization purposes an AC or TC is not considered to be a Flight Test.	N
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.	N

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.	N
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.	N
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.	N
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.	N
2301[05](01)004	[05]	Authorized	GM	2301(1).4 - GM - Transfer of Custody of Air Systems	Unless operating under continuous charge (as detailed in RA 2210(2)[1]), transfer of custody and responsibility for the Air System is between the Aircraft Commander and the supporting maintenance organization. When operating under continuous charge, transfer of custody and responsibility for the Air System between flights is between Aircraft Commanders. [1] Refer to RA 2210(2): Continuous Charge Operations.	N
2301[05](01)005	[05]	Authorized	GM	2301(1).5 - GM - Transfer of Custody of Air Systems	The signature on the acceptance certificate certifies that: a. Any limitations are acceptable to the Aircraft Commander for the intended flight. b. The Aircraft Commander is aware of all acceptable deferred faults. c. The recorded state of the Air System in respect of role equipment, fuel, oxygen, etc, is acceptable to the Aircraft Commander for the intended flight. d. The recorded armament state of the Air System is as ordered by the authorizing officer. e. The technical log (MOD Form 700 or equivalent) has been checked and co-ordinated by an appropriately authorized individual. f. Any flying requirement or taxi checks are acceptable to the Aircraft Commander and they have been adequately briefed on any special tests required. G. Any Aircrew Accepted Faults documented in the Air System technical log are acceptable to the Aircraft Commander.	N

2301[05](01)006	[05]	Authorized	GM	2301(1).6 - GM - Transfer of Custody of Aircraft	The signature on the after-flight declaration certifies that: a. The Aircraft Commander has returned the Air System to the 'Finally Armed' state in accordance with the Air System Document Set, or that no explosive armament stores are fitted. B. Each fault that became evident whilst the Aircraft Commander was responsible for the Air System (including pre-flight faults), has been recorded in the appropriate section of the Air System technical log (eg MOD Form F707A). C. The results of any flying requirements undertaken have been entered in the appropriate section of the Air System technical log (eg MOD Form F707B(AFRC)). D. The Flying Log and any Equipment Running Logs in the Air System technical log (eg MOD Form F724) have been updated. E. Where applicable, the Oil Replenishment Record in the Air System technical log (eg MOD Form F737) has been completed for any oil replenishments carried out whilst the Aircraft Commander was responsible for the Air System. F. Any record of hours flown and cumulative hours flown has been updated in the Air System technical log. G. Where applicable, the aircraft assisted escape system has been placed into the 'safe for parking' condition.	N
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.	N
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).	N
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.	N
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.	N
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.	N

2301[05](03)011	[05]	Authorized	GM	2301(3).11 - GM - Air System Acceptance Checks	For Air Systems subject to ORS, the Aircrew will carry out the Air Systems acceptance checks, following completion of the ORS. However, an authorized person, in consultation with the relevant Aircrew, will decide whether the Air System acceptance check has been invalidated by a maintenance activity on that Air System.	N
2301[05](03)012	[05]	Authorized	GM	2301(3).12 - GM - Air System Acceptance Checks	While not part of an Air System's maintenance schedule, Air System acceptance checks are vital, since it is possible for an Air System to be cleared for flight yet not in a fit condition for flight due to, for example, wings or rotors being folded, covers and blanks still in position, etc.	N
2301[05](03)013	[05]	Authorized	GM	2301(3).13 - GM - Air System Acceptance Checks	Air System acceptance checks will be promulgated in the Air System Topic 14 or other relevant instructions.	N
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.	N
2301[05](04)015	[05]	Authorized	GM	2301(4).15 - GM - Exceeding Parameters and Hazardous Incidents	An 'event' that might be considered as adversely affecting an Air System's serviceability may include, but is not limited to: a. Exceeding an Air System, engine or component operating parameter. b. Excessively turbulent flight conditions. c. High winds or storm conditions whilst parked. d. Lightning strike. e. Bird or wildlife strike. f. Shock loading of an engine or component. g. Heavy landing. h. Heavy sea spray. i. Contamination by fire extinguishant or other potentially hazardous gas / fluid. j. Blast or weapon efflux from an adjacent weapon installation. k. Volcanic ash exposure.	N

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).	N
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.	N
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.	N
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.	N
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.	N
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.	N
2302[04](01)005	[04]	Authorized	GM	2302(1).5 - GM - Responsibilities of the Air	If, at any time, any member of the crew considers that the safety of the Air System, or any other Air System or person is jeopardised in any way, they will advise the Aircraft Commander accordingly and, if necessary, offer specific guidance to avoid any hazardous situation.	N
2302[04](01)006	[04]	Authorized	GM	2302(1).6 - GM - Responsibilities of the Air	The Aircraft Commander possesses the authority to disembark any person, or any part of the cargo which, in their opinion, represents a potential hazard to the safety of the Air System or its occupants.	N
2302[04](01)007	[04]	Authorized	GM	2302(1).7 - GM - Applicability of the Armed Forces Act (AFA)	There are a number of offences which may arise from the manner in which an Air System is flown. These include: a. Dangerous flying (Section 33 Armed Forces Act 2006 or its amendments). B. Low flying (Section 34 Armed Forces Act 2006 or its amendments). C. Annoyance by flying (Section 35 Armed Forces Act 2006 or its amendments). D. Unfitness through alcohol or drugs (Section 20 Armed Forces Act 2006, as amended by AFA 2011).	N

2302[04](01)008	[04]	Authorized	GM	2302(1).8 - GM - Applicability of the Armed Forces Act (AFA)	In addition, an offence may be committed where Aircrew contravene standing orders (Section 13 Armed Forces Act 2006 or its amendments) or perform their duty negligently (Section 15 Armed Forces Act 2006 or its amendments).	N
2302[04](01)009	[04]	Authorized	GM	2302(1).9 - GM - Applicability of the Armed Forces Act (AFA)	The orders created by the ADH and AM(MF) together with the relevant parts of the Military Aviation Authority Regulatory Publications and the Armed Forces Act 2006, provide the disciplinary framework governing military flying.	N
2302[04](01)010	[04]	Authorized	GM	2302(1).10 - GM - Applicability of the Armed Forces Act (AFA)	Civilians may be subject to service discipline by virtue of Section 370 of the Armed Forces Act 2006 or its amendments. Under the provisions of Section 370 and Section 49 of the Armed Forces Act 2006 they may be prosecuted if they conduct in, or in relation to, a military aircraft, any act that if done in or in relation to a civil aircraft would amount to a prescribed Air Navigation Order offence.	N
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.	N
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.	N
2305[06](01)001	[06]	Authorized	AMC	Supervision of Flying	1. Flying Supervisors should: - Be appointed by the appropriate ADH or AM(MF). - Have previously held the role of a Flying Authorizer[1]. - Have completed and maintain currency for the MAA Centre of Air Safety Training Flying Supervisors Course[2]. - Have experience and qualifications appropriate to their role as a Flying Supervisor. - 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. - Have overall responsibility for the safety of flying operations within their Area of Responsibility (AoR) as directed by the relevant ADH or AM(MF). - Ensure receipt of Terms of Reference (ToR) detailing their supervisory responsibilities. - Co-ordinate with the relevant Duty Holder-Facing organizations, such as Air Traffic Management (ATM), on any Air Safety matters relevant to their responsibilities	N

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.	N
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.	N
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	N
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.	N
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].	N

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.	N
2305[06](01)008	[06]	Authorized	GM	Supervision of Flying	8. Flying Supervisors. Flying Supervision is not only a list of responsibilities but is fundamental to the control and safe conduct of flying operations. Whilst the Authorizer is involved in the tactical detail of a sortie, the Flying Supervisor is an experienced point of contact who will consider the bigger picture and make appropriate safety and prioritization decisions based on their experience and knowledge of wider Defence intent and ADH or AM(MF) appetite for Risk. Supervision is a combination of prior experience and a sound understanding of the capabilities, strengths and weaknesses of Aircrew. Flying Supervisors are to have a thorough understanding of Risk, Risk appetite and mitigation. They need not be consulted on all flying tasks, but will intervene when required to prioritize, modify or veto flying as they see fit	N
2305[06](01)009	[06]	Authorized	GM	Supervision of Flying	9. Local Flying Orders. Local Flying Orders need not repeat the direction and guidance of superior level documents but may raise any minimum qualification or safety margin to take account of local requirements or conditions. It is the duty of Aircrew to acquaint themselves with appropriate flying regulations and orders.	N
2305[06](01)010	[06]	Authorized	GM	Supervision of Flying	10. Operations away from home base. Where conflict exists between normal operating criteria and national or local flying orders, the more stringent will be applied. Conflicts that arise will be resolved through consultation with the local Flying Supervisor at the detached location. For overseas detachments, full details of the procedure to be followed, notice required, and special considerations to be taken into account for individual countries are contained in AP1158[4].	N
2305[06](01)011	[06]	Authorized	GM	Supervision of Flying	11. Loan Aircrew Supervision. A formal, auditable handover is required when Aircrew transfer across ADH or AM(MF) boundaries on a temporary basis. The handover will satisfy the donating and receiving organizations as to duty of care considerations, Aircrew currency and competency and wider line management responsibilities.	N
2305[06](02)	[06]	Authorized	Regulation	Embarked Aviation Operations	2305(2) Withdrawn – Incorporated into RA 2309.	N
2305[06](02)012	[06]	Authorized	AMC	Embarked Aviation Operations	12. Withdrawn – Incorporated into RA 2309.	N
2305[06](02)013	[06]	Authorized	GM	Embarked Aviation Operations	13. Withdrawn – Incorporated into RA 2309.	N
2305[06](03)	[06]	Authorized	Regulation	Air System Limitations	2305(3) Withdrawn – Incorporated into RA 2309.	N
2305[06](03)014	[06]	Authorized	AMC	Air System Limitations	14. Withdrawn – Incorporated into RA 2309.	N
2305[06](03)015	[06]	Authorized	GM	Air System Limitations	15. Withdrawn – Incorporated into RA 2309.	N
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.	N

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.	N
2305[06](04)017	[06]	Authorized	GM	Aircrew Briefing	17. Aeronautical Briefing Facilities. STANAG 3052[7] provides details of the North Atlantic Treaty Organization (NATO) agreed minimum standard for aeronautical briefing facilities. Defence Contractor Flying Organizations may request these details from the MAA.	N
2305[06](04)018	[06]	Authorized	GM	Aircrew Briefing	18. Briefing Topics. Briefings, elements of which may be given by specialist briefing personnel, are likely to consider: a. Crew composition, formation composition / changes and limitations. b. Crew responsibilities for checks iaw Flight Reference Cards, where appropriate on multi-crew Aircraft. c. Aircraft and supporting system details. d. Meteorology, including significant meteorological features during the flight and landing conditions at the destination. e. ATM data, together with relevant details of alternative routes and diversionary (alternate) Airfields. f. Navigational warnings. g. Communications plan. h. Special operational and / or tactical information for a particular operation, mission or exercise. i. Sortie content and formation details. j. Instructions required for Aircrew training. k. Day / night and night / day transitional flight considerations. l. Flight restrictions. m. Emergency / survival procedures.	N
2305[06](04)019	[06]	Authorized	GM	Aircrew Briefing	19. Briefing Aids. Briefing aides are to be kept up to date and accurate by appropriately trained personnel. These include maps, noticeboards and electronic means.	N
2305[06](05)	[06]	Authorized	Regulation	Air Exercise Planning and Airspace Integration	2305(5) Withdrawn – Incorporated into RA 2309.	N
2305[06](05)020	[06]	Authorized	AMC	Air Exercise Planning and Airspace Integration	20. Withdrawn – Incorporated into RA 2309.	N
2305[06](05)021	[06]	Authorized	GM	Air Exercise Planning and Airspace Integration	21. Withdrawn – Incorporated into RA 2309.	N
2305[06](06)	[06]	Authorized	Regulation	Taxiing of Aircraft	2305(6) Withdrawn – Incorporated into RA 2309.	N

2305[06](06)022	[06]	Authorized	AMC	Taxiing of Aircraft	22. Withdrawn – Incorporated into RA 2309.	N
2305[06](06)023	[06]	Authorized	GM	Taxiing of Aircraft	23. Withdrawn – Incorporated into RA 2309.	N
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.	N
2306[04](01)	[04]	Authorized	Regulation	2306(1) - Regulation - Authorization of Flights	All flights by UK Military Air Systems shall be Authorized.	N
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.	N
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.	N
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.	N

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.	N
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.	N
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.	N

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.	N
2306[04](01)008	[04]	Authorized	AMC	2306(1).8 - AMC - Authorization of Flights	Meteorological Considerations. The Authorizing Officer should assure himself that due consideration has been given to meteorological conditions, and be prepared to adjust the sortie profile accordingly.	N
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.	N
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.	N
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.	N
2306[04](01)012	[04]	Authorized	GM	2306(1).12 - GM - Authorization of Flights	Delegation of Authorization. The power to delegate Authorization for Defence Contractor organizations must not be granted below post holder level.	N
2306[04](01)013	[04]	Authorized	GM	2306(1).13 - GM - Authorization of Flights	Processes for Authorization. Authorizing Officers need to follow standard procedures and processes for Authorization to ensure that the ADH or AM(MF) intent is met. Accordingly, ADH and AM(MF) orders must specify the actions required of an Authorizer and the overall management of Authorization within their Area of Responsibility.	N
2306[04](01)014	[04]	Authorized	GM	2306(1).14 - GM - Authorization of Flights	Risk. The key role of the Authorizing Officer is to be aware of the probability and impact of potential problems and to eliminate, reduce or control the hazards involved through risk management and implementation of suitable controls.	N
2306[04](01)015	[04]	Authorized	GM	2306(1).15 - GM - Authorization of Flights	Self-Authorization. Suitably qualified Aircrew may be granted powers of Self Authorization by an Approving Officer[2] with any limitations detailed on an appropriate certificate. Independent Authorization, rather than self-Authorization, is encouraged. [2] The Defence Contractor Flying Organization equivalent is the Flight Operations post-holder.	N

2306[04](01)016	[04]	Authorized	GM	2306(1).16 - GM - Authorization of Flights	Cross-Boundary Authorization. Powers of Authorization do not transfer across ADH or AM(MF) boundaries. Suitably qualified Aircrew, such as appointed Central Flying School or Standards Agents, may be empowered to Authorize all flights in Air Systems on which they are qualified. However, migrating Aircrew powers of Authorization must be endorsed by the gaining ADH or AM(MF) and promulgated as such in accordance with para 2. The sortie Authorization record must remain with the ADH or AM(MF) organization operating the Air System.	N
2306[04](01)017	[04]	Authorized	GM	2306(1).17 - GM - Authorization of Flights	Authorization Terminology. In stating the nature of the planned duty, the Authorizer must avoid ill-defined terms such as 'local flying'. Where aerobatic manoeuvres are implicit in an Authorized duty (eg air combat, weapon delivery, etc) the term 'aerobatics' need not be added. Codes specifying sortie content may be used to abbreviate written Authorization. Orders and instructions will specify the codes that may be used and the relevant decode will be displayed alongside the Authorization record. Trials sorties may be entered into the Authorization record by the number of the Trials Instruction. Details indicating which part of the Trial is being conducted must be entered separately on the Authorization record. A copy of the Trials Instruction must be available at the point of Authorization. As an overarching guide for the completion of Authorization of flights, it must be possible to reconstruct the nature, scope and boundaries of the authorized flight and task, including the consistution and specific duties of the crew, from the authorization record.	N
2306[04](01)018	[04]	Authorized	GM	2306(1).18 - GM - Authorization of Flights	Deviation from Authorization. Exceptionally an Aircraft Commander or Formation Leader may undertake a mission or duty not included in the pre-flight Authorization. However, the deviation must be within the constraints of these regulations, and the Aircraft Commander/Formation Leader must be satisfied that the deviation from the Authorized mission is on the grounds of Air System safety, or in the UK national or Service interest. The Aircraft Commander, or Formation Leader, will inform their Authorizing Officer or Supervisor of their actions as soon as possible and in any event must do so after landing. They must annotate the Authorization record to indicate the additional duties carried out. The amendment to the Authorization record must be clearly initialled by the Aircraft Commander/Formation Leader so as to clarify under whose authority the additional duties were undertaken.	N
2306[04](01)019	[04]	Authorized	GM	2306(1).19 - GM - Authorization of Flights	Aircrew Capability. If any Aircrew member considers that the flight for which they have been Authorized is in any way beyond their capabilities or qualifications, it is their duty to inform the Authorizing Officer or Aircraft Commander accordingly.	N
2306[04](01)020	[04]	Authorized	GM	2306(1).20 - GM - Authorization of Flights	Flying during Exercises. Where a general 'exercise' Authorization is given, this will state the period for which Authorization has been granted, the maximum number of hours or sorties to be flown and any additional limitations imposed on individuals or crews. In this situation, the Authorizing Officer will consider the requirement for relaxing the Authorization process, and if necessary conduct an assessment of risk.	N

2306[04](01)021	[04]	Authorized	GM	2306(1).21 - GM - Authorization of Flights	Flying during Operations. A tasking message may be taken as Authorization to execute an operational sortie. However, if a hard copy of the tasking message is received it must be kept for reference. Where practicable, Authorization record will be completed after the sortie. This does not apply to operational training which requires full Authorization.	N
2306[04](01)022	[04]	Authorized	GM	2306(1).22 - GM - Authorization of Flights	Consideration of Sythentic Training Activity. Aviation accident investigations have suggested a potential for Aircrew to incorrectly make 'live' inputs to emergency systems during the conduct of simulated or practice emergency handling on an Air System in flight immediately after conducting the same exercise 'live' in a Synthetic Training Device. This cognitive phenomenon might be mitigated by appropriate authorization, pre-flight briefing, crew composition and other supervisory factors and must be considered during the authorization process.	N
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. ◀	N
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.	N
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.	N
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.	N

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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N

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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N

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.	N
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.	N
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.	N
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.	N
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.	N
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.	N

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 themselves 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.	N
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.	N
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.	N
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.	N
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.	N
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).	N
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.	N

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.	N
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.	N
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.	N
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.	N
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.	N

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.	N
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.	N
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). ◀	N
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.	N
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.	N
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.	N
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.	N

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.	N
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.	N
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.	N
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.	N
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.	N
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.	N

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:	N
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.	N
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.	N
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.	N

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.	N
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.	N
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.	N
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.	N

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.	N
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.	N
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.	N
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.	N
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.	N

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.	N
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.	N
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.	N

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.	N
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.	N
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. ◀	N
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.	N

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.	N
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.	N
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).◄	N
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).	N

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.	N
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.	N

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. ◀	N
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.	N

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.	N
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).	N
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.	N
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.	N
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.	N
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. ◀	N
2307[10](01)082	[10]	Authorized	GM	2307(1).82 - GM - Applicability of Rules of the Air	82. These Regulations reflect the Rules of the Air as applicable within the UK FIR and are based upon the UK ANO and any agreed military exemptions. For operations outside UK airspace, flights will be conducted iaw national procedures unless specific exemptions have been agreed.	N
2307[10](01)083	[10]	Authorized	GM	2307(1).83 - GM - Avoidance of Collisions	83. For the avoidance of doubt, any reference to 'Competent Authority' within the wider SERA Regulations will mean the MAA in the first instance for any UK military registered Air System.	N

2307[10](01)084	[10]	Authorized	GM	2307(1).84 - GM - Avoidance of Collisions	84. Right-Hand Traffic Rule. The handling pilot of an Aircraft which is flying within the UK in sight of the ground and following a road, railway, canal or coastline, or any other landmarks, is recommended to keep such a line of landmarks on their left, except where promulgated locally or when acting upon instructions given by the appropriate ATC unit.	N
2307[10](01)085	[10]	Authorized	GM	2307(1).85 - GM - Avoidance of Collisions	85. ► Formations. Civil Aircraft not subject to MAA Regulatory Publications (MRP) might treat Aircraft in formation as single Aircraft for the purposes of (UK) SERA.3210(b) Right-of-Way, and therefore not give way to formations. Military Formation Leaders are advised to assume that any Aircraft will follow (UK) SERA.3210(b) Right-of-Way rules (which does not explicitly mandate that Aircraft give way to formations) unless positively identified as subject to the MRP. ◀	N
2307[10](01)086	[10]	Authorized	GM	2307(1).86 - GM - Avoidance of Collisions	86. Use of ACAS Equipment fitted with Resolution Advisory Mode. The use of ACAS equipment in TA-only mode, or in standby / off mode, may be ordered where it would not be appropriate to use Resolution Advisory mode. These circumstances may include but are not restricted to: circuit flying; air intercept training; air to air refuelling; air combat training; formation flying; and high energy manoeuvring. ADH / AM(MF) will consider the impact of an unserviceable ACAS on Air System operating procedures.	N
2307[10](01)087	[10]	Authorized	GM	2307(1).87 - GM - Avoidance of Collisions	87. Prohibition or Restriction of Military Flying Within the UK FIR and UIR. When necessary, the MOD may prohibit, restrict or impose conditions on flights by UK military ► Aircraft ◀ or military ► Aircraft ◀ of any visiting force in any airspace within the United Kingdom FIR / UIR. Prohibitions, restrictions or conditions imposed by the MOD may apply either generally or in relation to a specific class of Air System. Unless operationally necessary, UK military ► Aircraft ◀ or military ► Aircraft ◀ of any visiting force will observe all UK National and Military, Prohibited and Restricted Areas detailed within the UK AIP, UK MILAIP and UKMLFH.	N
2307[10](01)088	[10]	Authorized	GM	2307(1).88 - GM - Avoidance of Collisions	88. 'Due Regard'. Freedom of the high seas includes the right of ► Aircraft ◀ of all nations to use the airspace over the high seas iaw the international Law of the Sea Convention of 1958 and 1982 which state that the freedom of the high seas includes the right of military ► Aircraft ◀ to use the airspace above those seas without the permission of the Coastal States for over-flight and related military operations. The sovereignty of a nation state extends beyond its land area to the outer limit of its territorial seas. The airspace beyond the territorial sea is considered international airspace, where permission of the coastal state is not required for over flight and related military operations. Where for reasons of military contingencies or routine Aircraft carrier operations or other training activities over the high seas, the principles of 'Due Regard' apply.	N
2307[10](01)089	[10]	Authorized	GM	2307(1).89 - GM - Avoidance of Collisions	89. IFR Flight. IFR flying may be conducted in VMC. Whenever possible, it is recommended that an appropriate radar service is used when operating under IFR, irrespective of meteorological conditions.	N

2307[10](01)090	[10]	Authorized	GM	2307(1).90 - GM - Avoidance of Collisions	90. Operational Pattern Flying. Where an Aircraft is flying an operational pattern (eg on a Combat Air Patrol station or monitoring a Joint Engagement Zone barrier) and cannot maintain VMC, it will seldom be practicable to fly at appropriate cruising levels. In such cases, the Aircraft will be deprived of even the limited protection afforded by the semi-circular system. In these circumstances and when the EMCON policy permits, it is recommended that a radar service be sought wherever possible.	N
2307[10](01)091	[10]	Authorized	GM	2307(1).91 - GM - Airspace and Air Traffic Management – General	91. International Categorization. Airspace is subdivided into various classes and functional areas in order to meet national or international airspace management requirements. For the purposes of international standardization, certain of these subdivisions are classified according to an ICAO system within which minimum ATS are specified. The 7 airspace classifications (Classes A to G) agreed within ICAO have been adopted by the UK and are described in the UK AIP.	N
2307[10](01)092	[10]	Authorized	GM	2307(1).92 - GM - Airspace and Air Traffic Management – General	92. UK FIR and UIR. UK airspace, including that over the surrounding waters, is divided into 2 FIR. Above each of these FIR is a UIR. These 4 regions are collectively termed the London and Scottish FIR / UIR. The London and Scottish FIR / UIR are divided vertically into the following bands: a. UIR. Upper Airspace (UAS) from FL245 to ►FL660. ◀ b. FIR. Lower Airspace (LAS) from surface level to below FL245. Full details of airspace boundaries are detailed in the UK AIP and RAF FLIPs.	N
2307[10](01)093	[10]	Authorized	GM	2307(1).93 - GM - Airspace and Air Traffic Management – General	93. Controlled Airspace (CAS). This is a generic term which is used to describe airspace which is 'notified' as such in the UK AIP; within this airspace, civil pilots and military Aircraft Commanders are required to comply with ATC and other Regulations forming part of the UK ANO and Rules of the Air Regulations. In essence, CAS comprises different types of control zone and control area to which are assigned one of the ICAO Airspace Classifications A to E (classes F and G are reserved for 'uncontrolled' airspace). See UK AIP for a breakdown of UK airspace by class.	N
2307[10](01)094	[10]	Authorized	GM	2307(1).94 - GM - Airspace and Air Traffic Management – General	94. Air Traffic Management. In the UK, the system of ATC is based on a joint civil / military scheme in which the military aviation authorities observe such ICAO Regulations as have been accepted by the Civil Aviation Authority, provided they do not impair the operational freedom of military ►Aircraft. ◀ UK flight information services, separation standards and procedures applicable to all classes of airspace are detailed in the ATM 3000 series and CAP 77417. 17 Refer to CAP 774 – The UK Flight Information Services.	N
2307[10](01)095	[10]	Authorized	GM	2307(1).95 - GM - Airspace and Air Traffic Management – General	95. Cruising Levels. Cruising Levels are detailed within the UK AIP.	N

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.	N
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].	N
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.	N
2309[08](01)002	[08]	Authorized	GM	Aircraft Limitations	2. Nil.	N
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.	N
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.	N
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	N
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.	N
2309[08](03)005	[08]	Authorized	AMC	Taxiing of Aircraft	5. Only trained, Authorized and certified personnel should taxi Aircraft.	N
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 responsible 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.	N
2309[08](03)007	[08]	Authorized	GM	Taxiing of Aircraft	7. This regulation only applies to an Aircraft taxiing under its own power.	N

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).	N
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.	N
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.	N
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.	N
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.	N
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.	N

2309[08](04)013	[08]	Authorized	GM	Simulated and Practice Emergencies	13. Aviation accident investigations have suggested a potential for Aircrew to make inadvertent inputs to emergency systems during the conduct of Simulated or Practice Emergency handling in flight immediately after conducting the same or similar exercise in a Flight Simulator Training Device. This cognitive phenomenon may be mitigated by appropriate Authorization, crew composition and other supervisory factors and will be considered by the ADH and AM(MF)s when publishing orders and instructions to their Aircrew.	N
2309[08](04)014	[08]	Authorized	GM	Simulated and Practice Emergencies	14. See RA 2310[8] for regulation concerning the conduct of Asymmetric Flight	N
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.	N
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.	N
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).	N
2309[08](05)017	[08]	Authorized	GM	Handing over Control of Aircraft with Dual Flying Controls	17. Nil.	N
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.	N
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.	N
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.	N

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.	N
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.	N
2309[08](06)022	[08]	Authorized	GM	Oxygen and Cabin Pressure	22. The onset of hypoxia is dependent on many factors including cabin altitude, acclimatisation and cabin temperature, as well as an individual's fitness, physiological tendencies and fatigue. Whilst the effects of hypoxia may be present at lower levels, it is recognized that above 8000 ft Pressure Altitude there is a reduction in visual acuity, reaction speed, ability to learn new tasks, memory and hand eye coordination.	N
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.	N

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:	N
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.	N
2309[08](07)025	[08]	Authorized	GM	Altitude Limitations	25. Decompression illness may occur at cabin altitudes above FL180 / 18,000 ft, although it is rare below FL250 / 25,000 ft.	N
2309[08](07)026	[08]	Authorized	GM	Altitude Limitations	26. Exceptionally, the ADH or AM(MF) may Authorize unpressurized Aircraft to fly for not more than 10 minutes between FL250 and FL300. This Authorization may be delegated down to Commanders of 1-star rank and above or nominated Post Holders (Defence Contractor Flying Organizations).	N
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.	N

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) Weaponneering. 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.	N
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.	N
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.	N
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.	N
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.	N
2309[08](08)032	[08]	Authorized	GM	Night Vision Device Flying	32. Where operational or security implications prohibit the use of routine forecast products, consideration is to be given to the use of local Developed Vetting weather forecasters or liaison with the Joint Operational Meteorology and Oceanography Centre[10] at Northwood HQ who are able to provide products at a higher classification level.	N
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.	N

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.	N
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.	N
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.	N
2309[08](09)036	[08]	Authorized	GM	Carriage of Loose Articles and Stores	36. 'Loose articles', for the purpose of this regulation, means any carry-on items, personal or otherwise, that have no formal stowage on an Aircraft. The Aircraft Commander may delegate the checks for loose articles, stores and equipment to a designated Suitably Qualified and Experienced Person, such as a Loadmaster.	N
2309[08](10)	[08]	Authorized	Regulation	Dropping or Jettisoning of Articles	2309(10) Unauthorized dropping or jettisoning of articles from Aircraft shall be prohibited.	N
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.	N
2309[08](10)038	[08]	Authorized	GM	Dropping or Jettisoning of Articles	38. Nil.	N
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.	N
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.	N
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	N
2309[08](11)041	[08]	Authorized	GM	Fuel Jettison	41. It is recommended that fuel jettison be conducted above 10,000 ft above ground or sea level. If fuel jettison above this height is impracticable (eg helicopters), fuel may be jettisoned at an altitude below 10,000 ft but as high as possible, consistent with safety. There is an exponential reduction in the amount of fuel reaching the ground as an Aircraft climbs up to 5000 ft, above which the reduction of fuel reaching the ground is linear. There is little additional benefit in jettisoning fuel from above 10,000 ft, but from any altitude there is a possibility of unevaporated fuel reaching the surface.	N
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.	N

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 Persons ¹¹ (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 activities. 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.	N
2309[08](12)043	[08]	Authorized	GM	Flying in the Company of Civil Aircraft	43. Nil.	N
2309[08](13)	[08]	Authorized	Regulation	Aerobatics	2309(13) Aircraft Commanders shall only undertake Aerobatic Manoeuvres permitted by the Air System Document Set (ADS).	N
2309[08](13)044	[08]	Authorized	AMC	Aerobatics	44. Aerobatic Manoeuvres 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.	N
2309[08](13)045	[08]	Authorized	GM	Aerobatics	45. Nil.	N
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.	N
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.	N

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.	N
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.	N
2309[08](14)049	[08]	Authorized	GM	Refuelling and / or Re-Arming Aircraft - Engines and / or Rotors Running	49. Further safety advice and instructions are detailed in the Manual of Airworthiness Maintenance – Process (MAM-P)[12],[13].	N
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.	N
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.	N
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).	N
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.	N
2309[08](15)053	[08]	Authorized	GM	Air to Air Refuelling	53. ATP 3.3.4.2 defines the North Atlantic Treaty Organization (NATO) standardized procedures, techniques and terminology for AAR.	N
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.	N
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.	N
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.	N
2309[08](16)056	[08]	Authorized	GM	Electromagnetic and Cosmic Radiation	56. Outside of the UK, only a limited number of countries publish HIRTA information in National Aeronautical Information Publications. Where no HIRTA information is available, Aircrew need to be aware that they may at any time experience the effects of external electromagnetic radiation.	N
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.	N

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.	N
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.	N
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.	N
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.	N
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.	N
2309[08](17)062	[08]	Authorized	GM	Landing away from Active Airfields	62. Nil.	N
2309[08](18)	[08]	Authorized	Regulation	Embarked Aviation Operations	2309(18) The ADH or AM(MF) shall provide orders for embarked aviation operations.	N
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.	N
2309[08](18)064	[08]	Authorized	AMC	Embarked Aviation Operations	64. Where BRd 766 and other orders conflict, the more stringent should apply.	N
2309[08](18)065	[08]	Authorized	GM	Embarked Aviation Operations	65. Flying Supervisors will need to be aware of the particular Hazards and special requirements associated with embarked aviation operations as detailed in BRd 766.	N
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.	N

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.	N
2309[08](19)067	[08]	Authorized	GM	Air Exercise Planning and Airspace Integration	67. The UK Aeronautical Information Publication and UK Military Low Flying Handbook (Section 1 Annex A) provide details of the information required of Exercise Planners. The Joint and Integrated (J&I) arrangements for airspace and Air Traffic Service provision in the UK provides significant flexibility for military aviation activity in the airspace over the territory of the UK and the airspace outside the territorial limit for which the UK has responsibility to the International Civil Aviation Organisation. The J&I arrangements also result in a significant interaction between military activity and that of Commercial and General Air Traffic, especially in Classes C, F and G airspace.	N
2309[08](19)068	[08]	Authorized	GM	Air Exercise Planning and Airspace Integration	68. Routine training and interaction is covered by RA 2307[16] and associated orders and regulations. However, given the nature of air exercise activity it is essential that those engaged in the planning, conduct and supervision of such training apply the highest standards of exercise preparation, flight planning, briefing and flying discipline.	N
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.	N
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.	N

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 20° 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.	N
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.	N
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).	N

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.	N
2310[06](01)005	[06]	Authorized	GM	2310(1).5 - GM - Supersonic Flight	Supersonic Flights outside the UK FIR. Where there are no host nation regulations, these UK regulations must be used.	N
2310[06](02)	[06]	Authorized	Regulation	2310(2) - Regulation - Spinning	Intentional spinning shall be specifically approved and Authorized.	N
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).	N
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.	N
2310[06](03)	[06]	Authorized	Regulation	2310(3) - Regulation - Asymmetric Flight	Airborne Practice and Simulated Asymmetric Flight shall be specifically approved and Authorized.	N
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.	N
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.	N
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.	N
2310[06](03)012	[06]	Authorized	GM	2310(3).12 - GM - Asymmetric Flight	Due to the increased risks associated with Asymmetric Flight, Practice and Simulated Asymmetric Flight training will be closely supervised; training will be regular and limited to the amount necessary to achieve the aim. The aim of Practice and Simulated Asymmetric Flying is to ensure that pilots are capable of making safe, competent and confident approaches and landings if a Real Asymmetric Flight situation arises.	N
2310[06](03)013	[06]	Authorized	GM	2310(3).13 - GM - Asymmetric Flight	Practice Asymmetric Flight is flight in which a serviceable engine (or engines) is shut down, (eg: for training purposes), with the propeller(s) feathered (if applicable).	N

2310[06](03)014	[06]	Authorized	GM	2310(3).14 - GM - Asymmetric Flight	Simulated Asymmetric Flight is flight with all engines running, but with one or more engines set at “Zero Thrust” or “Flight Idle” to give a condition of asymmetry.	N
2310[06](03)015	[06]	Authorized	GM	2310(3).15 - GM - Asymmetric Flight	Practice and Simulated Asymmetric Flight will be conducted in such a manner that safe flight can be continued in the event of a real engine failure.	N
2310[06](03)016	[06]	Authorized	GM	2310(3).16 - GM - Asymmetric Flight	Full-stop landings and touch-and-go landings following Simulated Asymmetric Flight approaches and touchdowns may be carried out providing that approval for the Air System has been granted by the appropriate ADH or AM(MF).	N
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.	N
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.	N
2310[06](04)018	[06]	Authorized	GM	2310(4).18 - GM - Single-Engine Air System Engine Shutdowns	This Regulation does not apply to self-launching motor gliders or Remotely Piloted Air Systems that can only recover by means of a parachute.	N
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.	N
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.	N
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.	N
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.	N
2315[04](06)003	[04]	Authorized	GM	2315(1).3 - GM - Rotors Engaged Ground Runs	Ground resonance may occur during un-tethered ground runs with rotors engaged.	N
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.	N

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.	N
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.	N
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.	N
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.	N
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 adhere to.	N

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.	N
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.	N
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.	N

2325[04](01)008	[04]	Authorized	GM	2325(1).8 - GM - Performance Failure of Air Weapons	The term 'performance failure' as stated in DSA 03 OME Part 2[2] includes: a. Failure to Release or Launch. A failure to release (ie hang-up) or launch (ie misfire) occurs when any air weapon or equipment is retained by an Aircraft after the normal or emergency release sequence has been completed. B. Irregular Release. An irregular release occurs when any air weapon or equipment is released, launched or fired from an Aircraft in a different manner than that selected by the Aircrew. This includes premature or delayed releases / launches. C. Failure to Function. A failure to function occurs when any air weapon or equipment, after successful release / launch from an Aircraft, fails to operate iaw the Aircrew pre-release selections (eg non detonation). D. Irregular Functioning. Irregular functioning occurs when any air weapon or equipment is released, launched or fired correctly, but operates in a manner different to that selected or programmed during preparation or loading. Such occurrences would include premature detonation of a bomb or missile warhead. [2] Refer to DSA 03 OME Part 2 (Formerly JSP 482), available on the gov.uk website.	N
2325[04](01)009	[04]	Authorized	GM	2325(1).9 - GM - Performance Failure of Air Weapons	Inadvertent Release. An inadvertent release occurs when the Air System stores management system operates as selected, but not as intended (eg stores released by mistake, at the wrong instant, or as a result of incorrect switch selection).	N
2325[04](01)010	[04]	Authorized	GM	2325(1).10 - GM - Performance Failure of Air Weapons	Irrespective of whether a report is required by DSA 03 OME Part 2[2], a DASOR iaw RA 1410[3] may still be appropriate. [2] Refer to DSA 03 OME Part 2 (Formerly JSP 482), available on the gov.uk website. [3] Refer to RA 1410 – Occurrence Reporting and Management.	N
2325[04](01)011	[04]	Authorized	GM	2325(1).11 - GM - Performance Failure of Air Weapons	Where appropriate processes exist, the Aircraft Commander may delegate responsibility for the replacement of safety pins to external stores to appropriately qualified ground crew / engineers.	N
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.	N
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.	N
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.	N

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.	N
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.	N
2325[04](02)016	[04]	Authorized	GM	2325(2).16 - GM - Air Weapons Training and Demonstrations	The details of STANAG 3564 are available to Defence Contractor Flying Organizations by request to the MAA.	N
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.	N
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.	N

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.	N
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.	N
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.	N
2327[05](01)005	[05]	Authorized	GM	2327(1).5 - GM - Joint Service and International Training	To ease the coordination of ACM and BFM / BHM between UK Armed Forces, Air Training Rules 2020 will be used. In addition, Allied Command Europe Manual 75-2-1 'Fighting Edge' air-to-air Training Rules may be used to regulate ACM and BFM / BHM between UK Armed Forces and other North Atlantic Treaty Organization nations.	N

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 LF and the UK Low Flying System (UKLFS) shall be governed.	N
2330[07](01)	[07]	Authorized	Regulation	2330(1) - Regulation - Low Flying Governance		N
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.	N

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.	N
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.	N
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.	N
2330[07](01)009	[07]	Authorized	GM	2330(1).9 - GM - Regulation and Compliance	9. ► The UKLFS may not always be a VFR environment. Rules for deviation from standard Instrument Flight Rules, conduct of tactical maritime sorties and non-tactical maritime sorties, operating in helicopter instrument practice areas and descent below Safety Altitude (SALT) are detailed in RA 23073.	N

2330[07](01)010	[07]	Authorized	GM	2330(1).10 - GM - Regulation and Compliance	10. Military Aircraft7, including those conducting LF are exempt from the provisions contained in the◀ Air Navigation Order 2016 ▶and the Standardized European Rules of the Air.◀ The UK Military LF Regulations described in this RA and the procedures described in the UKMLFH must be followed, including where ▶military Aircrew are flying◀ civil registered ▶Air Systems not owned by UK MOD or foreign military, or any other Air System not contained on the UK Military Aircraft Register.◀	N
2330[07](01)011	[07]	Authorized	GM	2330(1).11 - GM - Regulation and Compliance	11. There are several offences which may arise from the manner in which an Air System is flown. These offences include: dangerous flying (Section 33 Armed Forces Act 2006 or its amendments), LF (Section 34 Armed Forces Act 2006 or its amendments) and annoyance by flying (Section 35 Armed Forces Act 2006 or its amendments). In addition, an offence may be committed where Aircrew contravene standing orders (Section 13 Armed Forces Act 2006 or its amendments) or perform their duty negligently (Section 15 Armed Forces Act 2006 or its amendments).	N
2330[07](01)012	[07]	Authorized	GM	2330(1).12 - GM - Regulation and Compliance	12. The orders and instructions created by the ADH and AM(MF) together with the relevant parts of the Military Aviation Authority Regulatory Publications (MRP) and the Armed Forces Act 2006, provide the disciplinary framework governing ▶the flying of UK military registered Aircraft.◀	N
2330[07](01)013	[07]	Authorized	GM	2330(1).13 - GM - Regulation and Compliance	13. Users of the UKLFS must be aware that the restrictions in this RA and the UKMLFH do not apply to General Aviation (GA) traffic ▶and that GA is not obliged to recognize some elements such as flow arrows, MATZ, Danger Areas etc.◀	N
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.	N
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. ▶◀	N

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) <u>Additional minima to be applied to terrain and obstacle separation criteria:</u>	N
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.	N
2330[07](02)017	[07]	Authorized	GM	2330(2).17 - GM - Aviation Duty Holders / Accountable Managers (Military Flying) Orders and Instructions	17. ► ◄ ADH and AM(MF) orders and instructions will provide specific direction to their AoR as to how this RA is to be applied and define the minimum requirements to ensure that the RtL associated with the conduct of LF ► of Aircraft ◄ within their AoR remains ALARP and Tolerable.	N

2330[07](02)018	[07]	Authorized	GM	2330(2).18 - GM - Authorization	18. Subject to MOD (ACAS)12 Approval and allocation of airspace, ADH and AM(MF) may Authorize LF exercises in the UK or overseas subject to the following provisions: a. ► Aircraft ◀ will be routed so as not to cause unnecessary annoyance to the public, commensurate with meeting operational and training requirements. b. ► Aircraft ◀ may not be routed within: (1) Danger Areas without the permission of the controlling authority; (2) Any area subject to LF avoidance criteria as detailed in this RA, UKMLFH, RA 23073 or promulgated by Notice to Aviation (NOTAM). 12 Approval can be sought via Officer Commanding (OC) Low Flying Operations Flight.	N
2330[07](02)019	[07]	Authorized	GM	2330(2).19 - GM - Authorization	19. Sponsors of all exercises within the UK FIR will notify OC Military Airspace Management Cell (MAMC) of the numbers and types of participating Air Systems together with details of proposed routes, targets, planned sortie rate and operating times, no later than 30 days in advance of the start of the activity / exercise. Procedures and information required are contained in the UKMLFH Annex A13 ► and RA 230914. ◀ 13 Refer to UKMLFH Annex A - Use of the UK Low Flying System - A Planning Guide for Exercise Sponsors. 14 ► Refer to RA 2309(19): Air Exercise Planning and Airspace Integration. ◀	N
2330[07](03)	[07]	Authorized	Regulation	2330(3) - Regulation - Low Flying - General	LF shall be conducted to a common set of Regulations and processes.	N
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.	N
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. ◀	N
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.	N
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. ◀	N
2330[07](03)024	[07]	Authorized	AMC	2330(3).24 - AMC - Low Flying - General	24. ► ◀	N

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) ►◄	N
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. ◄	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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	N

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 in <u>aw with any relevant standing Operation Orders and / or Directives and</u>	N
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.”.	N

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.	N
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.	N
2330[07](03)038	[07]	Authorized	GM	2330(3).38 - GM - Low Flying - General	38. Minimum Separation Considerations. In the sea areas of the UKLFS, outside 3 nm from the coastline, ADH and AM(MF) may Authorize LF below 250 ft MSD for specialised operational training or trials.	N
2330[07](03)039	[07]	Authorized	GM	2330(3).39 - GM - Low Flying - General	39. Flying near Ships and Oil / Gas Installations at Sea. ► For UK military ships and compatible UK military Aircraft, Embarked Aviation Orders, BRd 76619 specifies the minimum approach distance when appropriate Electromagnetic field (EMF) Hazard mitigations may not have been applied and clearance to close has not been granted by the platform. ◀	N
2330[07](03)040	[07]	Authorized	GM	2330(3).40 - GM - Low Flying - General	40. Operations in support of HM Coastguard or Fishery Protection Tasks. FW and RW ► Aircraft ◀ briefed for sorties in co-operation with HM Coastguard or for fishery protection tasks may be Authorized to approach ships and fishing vessels not closer than 100 metres at a minimum height of 200 ft AMSL. Approaches will be made across the ship's quarter and on a diverging heading.	N
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.	N
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. ◀	N
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.	N
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.	N
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.	N
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.	N
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.	N

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.	N
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.	N
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. ◄	N
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.	N
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.	N
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. ◄	N
2330[07](04)053	[07]	Authorized	AMC	2330(4).53 - AMC - UK Low Flying System - Specific	► ◄	N
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.	N

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.	N
2330[07](04)056	[07]	Authorized	GM	2330(4).56 - GM - UK Low Flying System - Specific	56. Nil.	N
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).	N

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.	N
2335[11](00)002	[11]	Authorized	Definitions	Definitions Relevant to this RA	2. Aerobatic Manoeuvres. Intentionally performed manoeuvres which involve angles of pitch or bank greater than 90° to the horizon or yawing through angles greater than 20°. Exceptions to this definition are: a. Stalling and spinning. b. Operational training manoeuvres stipulated by ADH / AM(MF). c. Yawing turns in Rotary Wing ► Aircraft ◄ and Vertical and Short Take-Off and Landing (VSTOL) ► Aircraft. ◄ d. Trials or air weapons range manoeuvres stipulated by appropriate authorities.	N
2335[11](00)003	[11]	Authorized	Definitions	Definitions Relevant to this RA	3. Car Parks. Where the term 'Car Park' is used in this RA, it applies to Car Parks to which Spectators have access during Flying Displays, Role Demonstrations or Flypasts and as such will be considered in the same manner as the Spectator Area.	N
2335[11](00)004	[11]	Authorized	Definitions	Definitions Relevant to this RA	4. Civil Aviation Authority (CAA) Flying Display Permission. A Permission granted by the CAA for a Flying Display in accordance with (iaw) the Air Navigation Order (ANO) and Civil Aviation Publication (CAP) 403 through either an Article 86 Permission or a Standardised European Rules of the Air (SERA) 5005(f)(2) Private Flying Display Permission; throughout this RA these are referred to as a CAA Flying Display Permission.	N
2335[11](00)005	[11]	Authorized	Definitions	Definitions Relevant to this RA	5. Congested Areas[6] . Any area ► ◄ which is substantially used for residential, industrial, commercial or recreational purposes. [6] Refer to Schedule 1 of the ANO 2016. For planning purposes and clarification, a golf course attached to a Congested Area is considered part of that Congested Area and must be treated as such when considering overflight restrictions.	N

2335[11](00)006	[11]	Authorized	Definitions	Definitions Relevant to this RA	6. Crowd Line. The line delineating the closest edge of any area, including Car Parks, accessible to Spectators with respect to the Display Area / Display Line.	N
2335[11](00)007	[11]	Authorized	Definitions	Definitions Relevant to this RA	7. Display Area. The Display Area is the ground area footprint of the airspace within which displaying ► Aircraft ◀ may be manoeuvred ► below the following heights; ◀ subject to the limits of the CAA Flying Display Permission (if applicable), any ► ◀ restrictions imposed by the FDD, and the individual Participant's Public Display Authority (PDA) or Display Authorization (DA): a. Military ► Aircraft: ◀ (1) 500' Minimum Separation Distance (MSD) for Aerobatic Manoeuvres.* (2) 250' MSD for Non-Aerobatic Manoeuvres in Fixed Wing ► Aircraft. ◀ (3) 100' MSD for Non-Aerobatic Manoeuvres in Rotary Wing ► Aircraft. ◀ b. Civilian Aircraft[7]: (1) SERA.5005(f)(1) and SERA.5005(f)(2). ► ◀ [7] Civil registered Aircraft limitations and minima are detailed in the ANO, SERA.5005 Visual Flight Rules and CAP 403.	N
2335[11](00)008	[11]	Authorized	Definitions	Definitions Relevant to this RA	8. Display Authorization (DA). A national document detailing the groups and categories of civilian Aircraft in which a pilot is authorized to display, together with any limitations and other specific endorsements.	N
2335[11](00)009	[11]	Authorized	Definitions	Definitions Relevant to this RA	9. Display Datum. The Display Datum is the point on the Display Line upon which individual displays are based and is normally the centre point of the crowd[8]. [8] FDD may elect not to mark the Display Datum if there is a suitable and easily recognisable physical feature in the correct position.	N
2335[11](00)010	[11]	Authorized	Definitions	Definitions Relevant to this RA	10. Display Flying. Any flying activity designed to demonstrate an ► Aircraft's ◀ performance beyond that normally carried out during routine operations and training, whether or not it is performed in front of the public. A DA, PDA or foreign equivalent is required (except during Display Flying work-up training as per RA 2335(2)).	N
2335[11](00)011	[11]	Authorized	Definitions	Definitions Relevant to this RA	11. Display Flying Supervisor. A Suitably Qualified and Experienced Person (SQEP) selected by the ADH / AM(MF) to supervise Display Flying Aircrew during their work-up period and throughout the display season.	N
2335[11](00)012	[11]	Authorized	Definitions	Definitions Relevant to this RA	12. Display Team / Display Item. A single, formation or group of ► ◀ Aircraft, flying as one single display 'act' throughout.	N
2335[11](00)013	[11]	Authorized	Definitions	Definitions Relevant to this RA	13. Display Line / Display Axis. A line defining the track along which displaying ► ◀ Aircraft may operate.	N
2335[11](00)014	[11]	Authorized	Definitions	Definitions Relevant to this RA	14. Display Pilot. A pilot who holds a DA, DA Exemption, or civilian equivalent issued by their National Aviation Authority, or a military PDA, which allows them to participate in a Flying Display.	N

2335[11](00)015	[11]	Authorized	Definitions	Definitions Relevant to this RA	15. Display Sequence. The Display Sequence is a complete list of all the individual manoeuvres, in chronological order, that are intended to be demonstrated by a Participant during a Flying Display[9]. [9] The CAP 403 equivalent is a Display Routine - A series of linked manoeuvres to be performed during a Flying Display.	N
2335[11](00)016	[11]	Authorized	Definitions	Definitions Relevant to this RA	16. Event Organizer (EO). The EO is the person responsible for all matters pertaining to the wider planning and execution of an event that includes a Flying Display and for the Safety of the general public, both at the event and those affected by the wider impacts of the event.	N
2335[11](00)017	[11]	Authorized	Definitions	Definitions Relevant to this RA	17. Flying Control Committee (FCC). A group of suitably experienced persons appointed to assist the FDD with the Safety Management of a Flying Display	N
2335[11](00)018	[11]	Authorized	Definitions	Definitions Relevant to this RA	18. Flying Display. Any event at which Display Flying is deliberately performed for the purpose of providing an exhibition or entertainment.	N
2335[11](00)019	[11]	Authorized	Definitions	Definitions Relevant to this RA	19. Flying Display Director (FDD). The person responsible for the safe conduct of a Flying Display[10]. [10] The EO and FDD might in some cases be the same person.	N
2335[11](00)020	[11]	Authorized	Definitions	Definitions Relevant to this RA	20. Flying Display Director Mentor (FDD Mentor). A FDD that has been accredited under the joint CAA / MAA FDD accreditation scheme so endorsed as to permit mentoring of aspiring FDDs[11]. [11] The CAA and MAA review the FDD accreditation list annually and invite SQEP Tier 3 FDD's to become FDD Mentors. Whilst FDD Mentors are usually Tier 3, experienced FDDs from Tier 1 and Tier 2 will be considered, but will not mentor a FDD of a higher Tier.	N
2335[11](00)021	[11]	Authorized	Definitions	Definitions Relevant to this RA	21. Flypast (Mil). A Flypast (Mil) involves military registered ► Aircraft ◄ flying, either singly or in formation, over or past a gathering of Spectators along a preplanned route without manoeuvring, other than when necessary for safe and accurate navigation. Accordingly, they will not include Aerobatic Manoeuvres.	N
2335[11](00)022	[11]	Authorized	Definitions	Definitions Relevant to this RA	22. High and Low Energy Display Flying. Display Flying is considered High Energy if it contains ► Aircraft ◄ with a Max Take Off Mass of >1200 kg or the ► Aircraft ◄ display at >150 Knots Indicated Air Speed (KIAS); all other Display Flying is considered Low Energy.	N
2335[11](00)023	[11]	Authorized	Definitions	Definitions Relevant to this RA	23. MOD-Occupied Property[12]. An Aerodrome in the occupation of the MOD or of any visiting force in the UK[13] or any other premises in the occupation or under the control of the MOD. [12] ► As defined in CAP 403 and ◄ ANO 2016, Article 86 Para 15 (a). [13] Visiting Force is any visiting foreign military in this context.	N
2335[11](00)024	[11]	Authorized	Definitions	Definitions Relevant to this RA	24. Participant. An airborne performer (or any person directly involved in the conduct of a performance) conducting Display Flying, Role Demonstrations or Flypasts.	N

2335[11](00)025	[11]	Authorized	Definitions	Definitions Relevant to this RA	25. Public Display Authority (PDA). A document detailing the Display Sequence or individual manoeuvres a military Display Pilot is authorized to conduct in a specific ► ◀ Aircraft, together with any limitations and other specific endorsements.	N
2335[11](00)026	[11]	Authorized	Definitions	Definitions Relevant to this RA	26. Role Demonstration. Any flying activity designed to demonstrate an ► Aircraft's ◀ performance commensurate with that normally carried out during routine operations and training.	N
2335[11](00)027	[11]	Authorized	Definitions	Definitions Relevant to this RA	27. Secondary Spectator. A person viewing a Flying Display from a location which has not been specifically designated for Spectators by the EO or FDD. ► This definition may include Third Parties. ◀	N
2335[11](00)028	[11]	Authorized	Definitions	Definitions Relevant to this RA	28. Spectator. A person attending a Flying Display specifically to witness the event.	N
2335[11](00)029	[11]	Authorized	Definitions	Definitions Relevant to this RA	29. Spectator Area. An area specifically designated for Spectators by the EO or FDD and approved by the FDD for Flying Display Safety purposes which includes all areas to which Spectators have access during the Flying Display.	N
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.	N
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. ◀	N
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.	N

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.	N
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. ◀	N
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).	N
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.	N
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.	N

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.	N
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.	N

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? <u>Note: Any Flying Display with a High Energy Display Team of 3 or more ► ◀</u>	N
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 ◀	N

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	N
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.	N

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.	N
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.	N

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-MAADisplayForms@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. ◀	N
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.	N

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.	N
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.	N
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.	N

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).	N
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. ◄	N

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.	N
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.	N

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.	N
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.	N
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.	N

2335[11](01)057	[11]	Authorized	AMC	Flying Display Organization and Management - Civil Registered Aircraft at Flying Displays over MOD-Occupied Property	57. ►◄	N
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.	N
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	N

2335[11](01)060	[11]	Authorized	GM	Flying Display Organization and Management - Management of a Flying Display	60. Boundaries of Responsibility. When HoE are considering the ToRs for the EO and FDD, there are a number of responsibilities that they may wish to allocate. These include, but are not limited to: a. The location of Car Parks. b. The location and number of Spectator Areas. c. ►◄ Aircraft parking and marshalling areas. d. ►◄ Aircraft refuelling areas. e. Emergency vehicle access and egress points. f. Emergency control centre location and set up.	N
2335[11](01)061	[11]	Authorized	GM	Flying Display Organization and Management - Management of a Flying Display	61. FCC. The FCC will consist of suitably experienced personnel appropriate for the Tier of Flying Display, the ►◄ Aircraft participating, and will be issued with ToR from the FDD. The FCC may include the FDD, who may act as ►Chairperson◄ of the FCC, and additional members who have the requisite experience of Display Flying and / or Flying Display planning, organization, management and delivery. ►Chairpersonship◄ of the FCC may also be delegated.	N
2335[11](01)062	[11]	Authorized	GM	Flying Display Organization and Management - Management of a Flying Display	62. Categorization of an Event as a Flying Display. The HoE (EO or FDD for events with no HoE), may categorize an event that only has Flypasts or Role Demonstrations as a Flying Display if they consider it necessary. Reasons for this may include: a. The complicated nature of an event (such as very unusual mixed formations); b. Large gatherings of people; c. Complex geography or airspace restrictions.	N

2335[11](01)063	[11]	Authorized	GM	Flying Display Organization and Management - FDD Accreditation	63. FDD Accreditation Course. The CAA / MAA conduct joint FDD Accreditation Courses ►◄ to qualify FDDs in the UK. a. Military Applicants. The MAA approves military applicants to attend the FDD Accreditation Course. ►◄ Military applicants will ►need to◄ provide justification for the application and their suitability for the FDD role, which will be endorsed by the relevant HoE or ADH[33]. b. FDD Accreditation. A joint CAA / MAA FDD Accreditation Panel ►is◄ convened ►after◄ FDD Accreditation Courses to review each candidates' performance during the course. The FDD Accreditation Panel will consider their experience, preparation for and interaction during the course, and their examination results ►and then accredit◄ them as a Tier 1, 2 or 3 FDD. c. 'Mil' and 'Civ' Accreditation. The FDD Accreditation Panel will also consider, based on the experience of individuals, and their knowledge and understanding of the Regulations as demonstrated during the course, whether they will be accredited as a 'Mil', 'Civ' or 'Civ / Mil' FDD. (1) Mil. The individual is only permitted to be FDD / Deputy FDD at Flying Displays regulated by the MAA iaw RA 2335. (2) Civ. The individual is only permitted to be FDD / Deputy FDD at Flying Displays regulated by the CAA iaw CAP 403. (3) Civ / Mil. The individual is permitted to be FDD / Deputy FDD at either CAA or MAA regulated Flying Displays. The individual may be accredited to a different Tier for each category. [33] Military applicants will only be accepted when their qualification is primarily for military purposes; supported by the HoE or ADH. Serving military personnel who are not required to act as an FDD for military purposes may apply for accreditation through the CAA.	N
2335[11](01)064	[11]	Authorized	GM	Flying Display Organization and Management - FDD Accreditation	64. Validity. An FDD's qualification will remain valid for a period of 3 years from the date of accreditation ►◄.	N
2335[11](01)065	[11]	Authorized	GM	Flying Display Organization and Management - FDD Accreditation	65. Deputy FDD. An appropriately accredited FDD[34] may act as Deputy FDD to provide resilience for an event. The individual(s) must be annotated as a Deputy FDD on the RA 2335 Form 1, or application for a CAA Flying Display Permission. [34] A FDD who is accredited for the Tier of Flying Display at which they are Deputising.	N
2335[11](01)066	[11]	Authorized	GM	Flying Display Organization and Management - FDD Accreditation	66. Currency. To maintain currency, individuals will act as FDD at the appropriate Tier of event at least once every two years. However if, for example, a Tier 3 FDD only acts as FDD for a Tier 1 or Tier 2 Flying Display within the currency period, Tier 3 currency will be lost and currency at the lower Tier will be maintained.	N

2335[11](01)067	[11]	Authorized	GM	Flying Display Organization and Management - FDD Accreditation	67. Deputy FDD Currency. Currency may also be maintained by acting as a Deputy FDD provided that: a. They are annotated on the RA 2335 Form 1 or application for CAA Flying Display Permission; b. They take an active part in the planning, organization, management and delivery of the Flying Display; c. They are in attendance for the duration of the Flying Display; d. The nature and extent of their Deputy FDD participation, and the intent to reset their currency, is annotated by the primary FDD on the RA 2335 Form 4 (Flying Display Director Post Event Feedback Form) / CAA Form SRG 1305.	N
2335[11](01)068	[11]	Authorized	GM	Flying Display Organization and Management - FDD Accreditation	68. Shadow FDD. Tier 1 or Tier 2 accredited FDDs may shadow the FDD for a higher Tier event in order to build experience. This Shadow FDD role can be used to improve the level of competence ► to support an upgrade application◄ to a higher Tier in the future. The primary FDD will record the level of participation of the Shadow FDD on the RA 2335 Form 4 (Flying Display Director Post Event Feedback Form) / CAA Form SRG 1305 which will enable the CAA and MAA to properly assess the level of experience of the individual if an upgrade is requested at a later date. a. If the primary FDD is an FDD Mentor, the Shadow FDD will ensure that their participation in the planning, organization, management and delivery of the Flying Display is appropriately logged and countersigned by the FDD Mentor so that any experience gained can be demonstrated at the time of application for an upgrade.	N
2335[11](01)069	[11]	Authorized	GM	Flying Display Organization and Management - FDD Accreditation	69. FDD Revalidation. A qualified FDD may renew their accreditation following successful completion of a FDD Revalidation Course. The FDD Revalidation Course considers the same criteria as the FDD Accreditation Course and is also assessed by a joint CAA / MAA FDD Accreditation Panel. Candidates' successful completion of the FDD Revalidation Course will extend their FDD qualification for a further 3 years.	N
2335[11](01)070	[11]	Authorized	GM	Flying Display Organization and Management - FDD Accreditation	70. FDD Upgrades. To upgrade to a higher FDD Tier or from 'Mil' or 'Civ' to 'Civ / Mil', FDDs are required to provide the CAA / MAA with a list of events they have been involved with. ► This is to◄ demonstrate that they have gained the necessary experience to be considered for an upgrade to the higher Tier. Their submission is required to include detail on their involvement in the planning, organization, management and delivery of the events and provide a written narrative from at least 2 separate sources detailing their performance in the events they have been involved in. Trusted sources include: a. FDD Mentors ('Civ' or 'Mil'), if one was involved; b. Other FDD ('Civ' or 'Mil') of the Tier the applicant aspires to (or higher); c. The HoE of an event the applicant was involved in, providing they played a substantial part in planning, organizing, managing or delivering the Flying Display.	N

2335[11](01)071	[11]	Authorized	GM	Flying Display Organization and Management - FDD Accreditation	71. Revocation. If an FDD underperforms at an event, an investigation will be undertaken iaw the Defence Aviation Flowchart Analysis of Investigation Results II (DA FAiR II) system detailed in the MAA Manual of Air Safety[35]. After the investigation, the following actions are available to the CAA and / or MAA: a. No action. b. Downgrade Tier. c. Further training. d. Suspension. e. Complete revocation. [35] The CAA also uses the Flowchart Analysis of Investigation Results (FAiR) System which is detailed in CAP 403.	N
2335[11](01)072	[11]	Authorized	GM	Flying Display Organization and Management - FDD Accreditation	72. SQEP Recording. The CAA will administer a combined military / civilian FDD list that will be available to HoE and EO. The list will detail an individual qualification (ie the Tier and Category of Flying Display they are accredited to conduct) and will record the Flying Displays that they have directed[36]. The MAA is responsible for administering military personnel on the combined list and will also ensure the correct competency is recorded on the military Joint Personnel Administration System. [36] If recorded on the Flying Display Notification / CAA Flying Display Permission Application and FDD Post Event Feedback Form.	N
2335[11](01)073	[11]	Authorized	GM	Flying Display Organization and Management - Foreign Military Registered Aircraft Participating at UK Flying Displays	73. Responsibilities of the MAA. ►◄ The MAA maintains oversight of all foreign military registered Aircraft participating at UK Flying Displays ►on behalf of the MOD. ◄ The MAA ensures the Participant is SQEP, suitably approved at a national level and the proposed Display Sequence complies with this RA using the documentation supplied by the Participant and the FDD.	N

2335[11](01)074	[11]	Authorized	GM	Flying Display Organization and Management - Foreign Military Registered Aircraft Participating at UK Flying Displays	74. Validation. The MAA and / or the FDD can mandate the Validation of any display Participant. When the MAA mandates Validation, then that Validation may take place at any display venue within the same display season and, where a Participant has more than one authorized Display Sequence, then Validation of any one of the Display Sequences is normally accepted by the MAA as sufficiently appropriate to validate ►the Participant to fly◀ all Display Sequences. a. ►Requirement for Validation. The first UK Display by a foreign Display Participant requires a Validation. Subsequent venues and Displays may be required to be Validated. The MAA decision on subsequent Validations will be made by the MAA once the documentation for this venue has been supplied by the Participant and the FDD. b. Subsequent Display Validations. FDDs may utilise information from any previous in-season Validation as part of their documentation submitted to the MAA. The MAA may mandate Validation if the new display site layout presents significantly greater limitations, or any Display Sequence has been changed since the original Validation. Subsequent Validations follow the same process as for the initial Validation. ◀	N
2335[11](01)075	[11]	Authorized	GM	Flying Display Organization and Management - Public Safety	75. Safety and Risk Assessment. Guidance on managing and recording Risk is contained within RA 1210[4].	N
2335[11](01)076	[11]	Authorized	GM	Flying Display Organization and Management - Public Safety	76. Civil Participants Operating Minima. The CAA has granted the MOD a Permission for civilian Participants holding a DA or DA Exemption to operate below the minima stated in SERA.5005(f)(2) during Flying Displays held over nominated MOD-Occupied Properties. The Permission is obtained annually and is held by the MAA.	N
2335[11](01)077	[11]	Authorized	GM	Flying Display Organization and Management - Public Safety	77. CAP 403 - Flying Displays and Special Events: Safety and Administrative Requirements and Guidance. CAP 403 provides additional guidance to EO and FDD for the Safety planning associated with a Flying Display, including working with Local Authorities, Emergency Services, Highways Authorities, SAG and wider Health and Safety Executive requirements.	N
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.	N

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.	N
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.	N
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.	N
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.	N
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).	N

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.	N
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.	N
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.	N
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;	N
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.	N

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	N
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.	N
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.	N
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.	N
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.	N
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.	N

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).	N
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.	N
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.	N
2335[11](02)097	[11]	Authorized	GM	Display Flying, ► Practices, ◀ Role Demonstrations and Flypasts (Mil) - Parachuting at Flying Displays	97. Applicability of RA 2335 or CAP 403. Tables 3 and 4 show Flying Display Participants which regulations (relevant to Flying Displays) apply and therefore what flying activity is permitted. Note: For Flying Displays outside the UK, military registered ► Aircraft ◀ must comply with the most restrictive of RA 2335 and relevant national Regulations ► ◀[45]. [43] Unless the MAA have approved a Flypast (Mil) to be conducted on the same day as the CAA Flying Display Permission. [44] For an event which involves military registered ► Aircraft ◀ only (see para 37a of this RA). [45] NATO Standardization Agreement (STANAG) 3533 / Allied Flight Safety Publication (AFSP) 5 governs military Display Flying.	N
2335[11](02)098	[11]	Authorized	GM	Display Flying, ► Practices, ◀ Role Demonstrations and Flypasts (Mil) - Parachuting at Flying Displays	98. Role Demonstrations or Flypast (Mil) being Categorized as Display Flying. ADH / AM(MF) may, if they deem appropriate, categorize Role Demonstrations or Flypast (Mil) as Display Flying.	N
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.	N

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. ◀	N
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	N
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.	N
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.	N

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.	N
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. ◀	N
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.	N
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).	N

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).	N
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:	N

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;	N
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).	N
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;	N

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);	N
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;	N
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.	N
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.	N
2335[11](03)116	[11]	Authorized	GM	Separation Distances, Minima and Restrictions	116. CAA Acceptance of PDA. Civilian FDD and EO for UK Flying Displays may accept the PDA of military registered ► Aircraft ◄ as proof that they are competent and current in all required facets of Display Flying, as detailed in CAP 403.	N

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 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.	N
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.	N
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.	N

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.	N
2340[08](01)004	[08]	Authorized	AMC	2340(1).4 - AMC - General	Supernumerary Crew should not be unnecessarily exposed to hazardous flight profiles.	N
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).	N
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.	N
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.	N

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 Aircrew ⁸ 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.	N
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.	N
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.	N
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].	N
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).	N
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.	N
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.	N
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.	N
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.	N
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).	N

2340[08](01)018	[08]	Authorized	GM	2340(1).18 - GM - General	Due to the range of activity that takes place on military registered Air Systems, ADH and AM(MF) orders will provide specific direction to their AoR as to how this RA is to be applied and define the minimum requirements to ensure that the RtL associated with the employment of Supernumerary Crew within their AoR remains ALARP and Tolerable.	N
2340[08](01)019	[08]	Authorized	GM	2340(1).19 - GM - Medical Employment Standards for Supernumerary Crew	Due to the range of activities in which Supernumerary Crew may be employed, this RA requires ADH and AM(MF) to consider the activities within their AoR in which Supernumerary Crew operate and to ascertain the correct medical and anthropometric requirements.	N
2340[08](01)020	[08]	Authorized	GM	2340(1).20 - GM - Medical Employment Standards for Supernumerary Crew	Military and civilian Aircrew holding an appropriate and valid Aircrew JMES may be employed as Supernumerary Crew without additional medical examination, subject to the anthropometric clearance required for the Air System.	N
2340[08](01)021	[08]	Authorized	GM	2340(1).21 - GM - Medical Employment Standards for Supernumerary Crew	The Medical Standard required for a DVLA Group 1 Licence is based on a 20% risk of incapacitation of the individual. Where Supernumerary Crew are likely to be employed in safety critical roles on an Air System, ADH/AM(MF) may wish to increase the minimum civilian Medical Employment Standard (MES) to DVLA Group 2 – HGV, which is based on a 2% risk of incapacitation of the individual.	N
2340[08](01)022	[08]	Authorized	GM	2340(1).22 - GM - Certificate of Competence	The Supernumerary Crew Certificate of Competence will provide auditable evidence that the individual has achieved the level of competency required by ADH/AM(MF) orders to operate/be employed on the Air System.	N
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.	N
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.	N
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.	N
2340[08](02)025	[08]	Authorized	AMC	2340(2).25 - AMC - General	Supernumerary Support Crew should not be unnecessarily exposed to hazardous flight profiles.	N
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).	N

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	N
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).	N
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.	N
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.	N
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.	N
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.	N
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.	N

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).	N
2340[08](02)035	[08]	Authorized	GM	2340(2).35 - GM - General	Due to the range of activity that takes place on military registered Air Systems, ADH and AM(MF) orders will provide specific direction to their AoR as to how this RA is to be applied and define the minimum requirements to ensure that the RtL associated with the carriage of Supernumerary Support Crew within their AoR remains ALARP and Tolerable.	N
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.	N
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.	N
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).	N
2340[08](03)038	[08]	Authorized	AMC	2340(3).38 - AMC - General	Passengers should not be unnecessarily exposed to hazardous flight profiles.	N

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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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.	N

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.	N
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.	N
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.	N
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.	N

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.	N
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.	N
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.	N
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.	N
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'.	N
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.	N
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.	N
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.	N
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.	N

2340[08](03)059	[08]	Authorized	GM	2340(3).59 - GM - General	Familiarization Flight Passengers[5]. The Passenger may be permitted to handle[6] Air System controls or operate systems and occupy a crew position that routinely[7] requires a CQT, provided that the Passenger is qualified Aircrew[8]. [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. [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. [8] Refer to RA 2101 – Aircrew Qualifications para 2. a(1), b, c, d or e.	N
2340[08](03)060	[08]	Authorized	GM	2340(3).60 - GM - General	Air Experience Flight Passengers[9]. Such flights may include the handling of Air System flying controls by the Passenger and will normally be subject to greater restrictions than Familiarization Flights. [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.	N
2340[08](03)061	[08]	Authorized	GM	2340(3).61 - GM - General	Medical Examination. Aircrew holding a valid Aircrew JMES may fly as Passengers without additional medical examination subject to anthropometric clearance[18] as required. Iaw RA 2135[19], consideration must be given to the relevance of their aviation medicine knowledge for the intended flight. The medical assessment and level of aviation medicine training required of all other Passengers is related to the category and frequency of flight as detailed in AP1269A and at Annex A. [18] Refer to RA 2130(6): Ejection Seat Anthropometrics; and RA 2135 - Aircrew Medical Requirements. [19] Refer to RA 2135 – Aircrew Medical Requirements.	N
2340[08](03)062	[08]	Authorized	GM	2340(3).62 - GM - Safety Responsibility for Passengers	The specific operational role, mission or task may dictate the level of safety and survival equipment to be provided to Passengers as there will be occasions where the requirement for troops to wear full safety and survival equipment may not be compatible with operational effectiveness. Where ADH / AM(MF) allow levels of safety and survival equipment to be reduced to facilitate a ‘train-as-you-fight’ approach, this activity must be specifically reflected within the Air System Safety Case iaw RA 1205[20]. [20] Refer to RA 1205 – Air System Safety Cases.	N

2340[08](03)063	[08]	Authorized	GM	2340(3).63 - GM - Emergencies, Safety and Survival Equipment, and Briefing	Passenger Briefing Cards and Videos. Passenger Briefing Cards and video presentations may be used as an aid to Passenger briefing.	N
2340[08](03)064	[08]	Authorized	GM	2340(3).64 - GM - Carriage of Passengers During Display Flying, Flypasts and Role Demonstrations	Display Flying, Flypasts and Role Demonstrations can involve an increase in RtL over normal operating and must be managed appropriately, iaw RA 2335[17]. [17] Refer to RA 2335 – Flying Displays, Display Flying, Role Demonstrations and Flypasts.	N
2340[08](03)065	[08]	Authorized	GM	2340(3).65 - GM - Carriage of Passengers During Display Flying, Flypasts and Role Demonstrations	To provide assurance of the processes that manage this RtL, this RA prevents the carriage of Passengers during Display Flying unless MAA approval has been granted by following the AAMC / Waiver / Exemption processes described in MAA03[21]. [21] Refer to MAA03: Military Aviation Authority Regulatory Processes.	N
2340[08](03)066	[08]	Authorized	GM	2340(3).66 - GM - Carriage of Passengers During Display Flying, Flypasts and Role Demonstrations	This RA allows ADH and AM(MF) to determine the conditions where Passengers may be carried during Flypasts and Role Demonstrations. Where an ADH and AM(MF) allows the carriage of passengers during Flypasts and Role Demonstrations, this activity must be specifically reflected within the Air System Safety Case iaw RA 1205[20]. [20] Refer to RA 1205 – Air System Safety Cases.	N
2340[08](03)067	[08]	Authorized	GM	2340(3).67 - GM - Boarding Procedures and Supervision for Helicopters	Helicopter Safety Notice. A notice will be prominently displayed in all helicopter cabins as follows: Note: For Aircraft under-pinned by a civil Type Certificate, it may not be possible to affix the above notice to the Aircraft cabin. In this situation crews will ensure that a briefing card containing the information in the notice above is brought to the attention of all Passengers prior to or immediately after boarding the Aircraft.	N
2340[08](03)068	[08]	Authorized	GM	2340(3).68 - GM - Boarding Procedures and Supervision for Helicopters	Helicopter Blade Sail. In gusty or turbulent conditions some helicopter main rotors are liable to 'sail', and the effect of this has been known to make them dip low enough to hit the ground or deck. This can occur at any time, but the effect is particularly marked when the rotors are being engaged or disengaged.	N

2340[08](03)069	[08]	Authorized	GM	2340(3).69 - GM - Passenger Records	The Passenger Briefing Form13 is designed to capture the minimum details required to be recorded for Familiarization and Air Experience Flight Passenger flying. Locally produced variants of this form or local processes may be used provided they capture, as a minimum, all the details contained within the Passenger Briefing Form[13] for each Passenger. While the Passenger Briefing Form13 is not mandated for Tactical Passengers, this form may be an appropriate template for Tactical Passenger flights where it is practical to complete. [13] This can be found on the MAA websites.	N
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.	N
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.	N
2340[08](04)071	[08]	Authorized	GM	2340(4).71 - GM - Routine Air Transport Passengers	This regulation must be read in conjunction with RA 2340(3).	N
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.	N
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.	N
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.	N
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).	N
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.	N

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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
2340[08](05)082	[08]	Authorized	GM	2340(5).82 - GM - Tactical Passengers	This regulation must be read in conjunction with RA 2340(3).	N

2340[08](05)083	[08]	Authorized	GM	2340(5).83 - GM - Passenger Records	While the Passenger Briefing Form[13] is not mandated for Tactical Passengers, this form may be an appropriate template for Tactical Passenger flights where it is practical to complete before flight (ie the Passengers are collocated where the flight is commencing) to provide auditable evidence of pre-flight briefings and medical self-certification. [13] This can be found on the MAA websites.	N
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.	N
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.	N
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	N
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.	N
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.	N
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.	N

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.	N
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.	N
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.	N
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.	N
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.	N

2340[08](06)094	[08]	Authorized	GM	2340(6).94 - GM - Familiarization Flight Passengers	This regulation must be read in conjunction with RA 2340(3).	N
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.	N
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.	N
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.	N
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.	N
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.	N

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.	N
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 requirements, as listed within the form, have been completed for Air Experience Flight Passengers. [13] This can be found on the MAA websites.	N
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.	N
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.	N
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.	N
2340[08](07)104	[08]	Authorized	GM	2340(7).104 - GM - Air Experience Flight Passengers	This regulation must be read in conjunction with RA 2340(3).	N

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.	N
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.	N
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.	N
2340[08](08)107	[08]	Authorized	GM	2340(8).107 - GM - Carriage of VIP Passengers	The Head of Royal Travel is contactable via the Royal Household switchboard.	N
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.	N
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.	N

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.	N
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.	N
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.	N
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.	N
2340[08](09)113	[08]	Authorized	GM	2340(9).113 - GM - Carriage of Cadets as Passengers	This regulation must be read in conjunction with RA 2340(3).	N
2340[08](09)114	[08]	Authorized	GM	2340(9).114 - GM - Carriage of Cadets as Passengers	For the purposes of this RA, Cadet Forces are defined as a. The MOD-Sponsored Cadet Forces listed in JSP 814[26]; b. The MOD-Recognized Youth Organizations listed in JSP 814 who have been formally recognized by the MOD through a RAF General Administrative Instruction or equivalent single-Service document. [26] JSP 814 – Policy and Regulations for MOD - Sponsored Cadet Forces.	N
2340[08](09)115	[08]	Authorized	GM	2340(9).115 - GM - Carriage of Cadets as Passengers	Further guidance on the recognition of Cadet Forces can be found in JSP 814 and 2017DIN05-019 - Support to Non MOD-Sponsored Cadet Units and Organizations.	N
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.	N

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.	N
2340[08](10)117	[08]	Authorized	GM	2340(10).117 - GM - Carriage of Working Dogs	Nil.	N
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. ◀	N
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.	N
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.	N
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. ◀	N
2345[05](01)003	[05]	Authorized	AMC	Management of Aircrew Fatigue	3. ► Authorizers ◀ should ► ◀ enforce the fatigue management limits and measures stated in orders.	N
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. ◀	N
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.	N
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.	N

2345[05](01)007	[05]	Authorized	GM	Management of Aircrew Fatigue	7. ► Factors that may be considered when setting ◀ maximum flying times and compulsory rest periods ► include, but are not limited to: ◀ a. The need for climatic or environmental acclimatization; b. The type and distance of accommodation used by Aircrew from the operating base; c. Disturbance and actual rest taken during the stand-down period; d. The time that Aircrew arrived on duty; e. Flying related ground activities (instructions, briefings, mission planning, simulator training etc); f. Type of ► Aircraft ◀ (in relation to ► Aircraft ◀ performance, noise and vibration, workload and effort of the individual Aircrew); g. Cumulative and / or split duty periods; h. Extremes of temperature during ground operations; i. The time taken to complete the task, delays incurred and expected (latest) landing time; j. ► Flight across multiple time zones; k. The ◀ personal and social situation of individual Aircrew; l. The fatiguing effect of non-military flying.	N
2345[05](01)008	[05]	Authorized	GM	Management of Aircrew Fatigue	8. ► All in the supervisory chain ◀ may impose more stringent Aircrew fatigue management limits in the interests of Flight Safety.	N
2345[05](01)009	[05]	Authorized	GM	Management of Aircrew Fatigue	9. ► Aircrew have an individual responsibility in the avoidance of fatigue. Therefore, prior to their next planned duty cycle, individuals need to ensure that they achieve adequate rest and avoid activity detrimental to the next duty period.	N
2345[05](01)010	[05]	Authorized	GM	Management of Aircrew Fatigue	10. Fatigue management training is beneficial to equip personnel at all levels with the skills to identify the signs and symptoms of fatigue, and to manage associated Hazards. Fatigue management is an essential objective of the Aviation Medicine course as described in RA 2135(5)[2]. A specific focus on fatigue related issues may also be included in pre-deployment training. [2] 2 ► Refer to RA 2135(5): Aviation Medicine Training.	N
2345[05](01)011	[05]	Authorized	GM	Management of Aircrew Fatigue	11. A Fatigue Risk Management System (FRMS) is a recognized civilian methodology, based on scientific principles, that allows operators to manage the fatigue related Hazards particular to their types of operations and context. An FRMS may assist ADH / AM(MF)s to manage fatigue Risk within the stipulations of Table 1.	N
2345[05](01)012	[05]	Authorized	GM	Management of Aircrew Fatigue	12. Whilst not mandatory for Aircrew within the Defence Air Environment, ADH and AM(MF) may wish to refer to CAP 371[3] guidance to understand the commercial aviation view on avoiding Aircrew fatigue. ◀ [3] Refer to CAP 371 – The Avoidance of Fatigue In Aircrews. ◀	N
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. ◀	N

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.	N
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].	N
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.	N
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.◄	N
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.	N
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.	N
2345[05](02)019	[05]	Authorized	GM	Use of Temazepam in the Management of Work and Rest in Aircrew	19. Military Aviation Medical Examiners may prescribe Temazepam for use by Aircrew in the management of work and rest in operational scenarios, operational training and route flying. The drug is effective in inducing sleep and leaves no residual conditions or complications when used judiciously. Its short duration of activity prevents significant accumulation in the body, and extensive testing has failed to detect any harmful effects on individuals' performance 6 hours after ingestion. However, the use of Temazepam is an adjunct to an effective management plan for work and rest schedules, it is not a substitute.	N
2345[05](02)020	[05]	Authorized	GM	Use of Temazepam in the Management of Work and Rest in Aircrew	20. Further guidance on the management and employment of Temazepam can be found in AP1269A[4].	N
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.	N
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.	N

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.	N
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:	N
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.	N
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.	N
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.	N
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.	N
2350[05](01)007	[05]	Authorized	GM	2350(1).7 - GM - Air System Emergencies	The details of STANAG 3379 are available to Defence Contractor Flying Organizations by request to the MAA.	N

2350[05](01)008	[05]	Authorized	GM	2350(1).8 - GM - Air System Emergencies	ATC actions associated with the cancellation of take-off clearance and barrier activation responsibilities, are detailed in RA 3261(1)[3], RA 3268(2)[4] and CAP 413[1] Chapter 10. [1] Refer to CAP 413 Radiotelephony Manual. [3] Refer to RA 3261(1): Aerodrome Service – Cancelling take-off Clearances. [4] Refer to RA 3268(2): Air System Arresting Systems - Barriers – Controller Responsibilities.	N
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.	N
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.	N
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.	N
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.	N

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.	N
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.	N
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.	N
2355[04](01)006	[04]	Authorized	GM	2355(1).6 - GM - Approval for Static Line and Free Fall Parachuting	This RA relates to the Aircraft's clearance to conduct the activity and does not detail the complex RtL and safety responsibilities. These responsibilities are divided between those pertinent to aviation and those pertinent to the specific conduct of the activity and are detailed in RA 1150[1], which must be read in conjunction with this RA. [1] Refer to RA 1150 - Airborne Equipment and Airborne Forces.	N
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.	N
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.	N
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.	N
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).	N
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.	N
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.	N

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.	N
2355[04](02)013	[04]	Authorized	GM	2355(2).13 - GM - Procedures for Static Line and Free Fall Parachuting	Sport Parachuting can be conducted for military purposes, eg engagement events such as air shows.	N
2355[04](02)014	[04]	Authorized	GM	2355(2).14 - GM - Procedures for Static Line and Free Fall Parachuting	Where Sport Parachuting has been approved by the ADH or AM(MF) the National Governing Body procedures detailed in the British Skydiving Operations Manual may provide some guidance for orders and procedures. However, the procedures set out in the Tac AT manuals and HQ 2 Gp Operations Manuals for equivalent military parachute systems provide sound guidance on how the activity may be conducted which the ADH or AM(MF) may wish to consult prior to promulgating Sport Parachuting procedures.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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).	N
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.	N

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.	N
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.	N
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.	N
2357[01](01)009	[01]	Authorized	GM	2357(1).9 - GM - Troop Insertions and Extraction Systems Governance	Safety responsibilities for TIES are divided between those pertinent to aviation and those pertinent to the specific conduct of the activity. For example, there are responsibilities regarding on-Aircraft safety and the air-delivery of personnel to within safe navigation parameters etc that would routinely be the responsibility of the ADH or AM(MF). Similarly, there are responsibilities regarding personnel and equipment, such as fitness and training etc that would be the responsibility of the Commander who holds Duty of Care responsibility for the personnel undertaking the specific activity.	N

2357[01](01)010	[01]	Authorized	GM	2357(1).10 - GM - Troop Insertions and Extraction Systems Governance	Where TIES is conducted on Aircraft within their AoR, ADH and AM(MF) orders and instructions will have robust procedures and processes for the management of the RtL associated with the activity but also how the ADH-Facing/Duty of Care responsibilities of ground commanders or other organizations involved with the activity are to be conducted. Both the ADH (or AM(MF)) and the Commander will understand the division of responsibilities prior to conducting the activity.	N
2357[01](01)011	[01]	Authorized	GM	2357(1).11 - GM - Troop Insertions and Extraction Systems Governance	For the purposes of this RA, TIES include the following techniques: a. Fast Roping; b. Abseiling from helicopters; c. Deplaning Rope Descender; d. Ladder Troop Extraction Systems, and; e. Rope Troop Extraction Systems.	N
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.	N
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).	N
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.	N
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.	N
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.	N
2360[05](01)004	[05]	Authorized	GM	2360(1).4 - GM - Intentionally Transmitting PED	Examples of intentionally transmitting PED include, but are not limited to two way radios, mobile phones of any type, satellite phones, tablets, smart watches or other devices with WiFi or Bluetooth capability.	N

2360[05](01)005	[05]	Authorized	GM	2360(1).5 - GM - Unintentionally Transmitting PED	Examples of unintentionally transmitting PED include, but are not limited to: a. Calculators, cameras, radio receivers, audio and video players, electronic games and toys, when these devices are not equipped with a transmitting function. b. Mobile phones, tablets, smart watches or other devices in 'Flight Mode' with WiFi and Bluetooth disabled.	N
2360[05](01)006	[05]	Authorized	GM	2360(1).6 - GM - Negligible Transmitting PED	Some unintentionally transmitting PED, eg implanted medical devices or permitted medical equipment are of sufficiently low power that they may be regarded as negligible transmitters and therefore not subject to these restrictions. In cases where it is impossible or unreasonable to request the device be switched off for critical phases of flight, and where doubt exists about whether a device constitutes 'negligible' power status, advice may be sought from the appropriate Type Airworthiness Authority (TAA)[2]. [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.	N
2360[05](01)007	[05]	Authorized	GM	2360(1).7 - GM - Battery Pack Fire	Further information is available in International Air Transport Association Dangerous Goods Regulations Sect 2.3.5.9 and Table 2.3A in respect of PED containing lithium batteries.	N

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.	N
2370[05](01)	[05]	Authorized	Regulation	2370(1) - Regulation - Test and Evaluation Governance	T&E activity shall be subject to governance by SQEP.	N

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.	N
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.	N

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.	N
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.	N
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).	N

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.	N
2370[05](01)008	[05]	Authorized	GM	2370(1).8 - GM - Test and Evaluation Governance	ADH-Facing organizations. To ensure that evidence generated in support of the ASSC is reliable, ADH-Facing organizations that manage or conduct T&E activity may wish to consider adopting the processes described in this Regulation.	N
2370[05](01)009	[05]	Authorized	GM	2370(1).9 - GM - Test and Evaluation Governance	RPAS categorization[9]. RPAS T&E activity may warrant a different RPAS categorization to the eventual, envisaged or in-use RPAS categorization. The scope of any T&E activity will be considered during the RPAS categorization process. Where the proposed T&E activity is outside the scope of an extant MAA RPAS LEC, , a new RPAS Categorization Submission and corresponding LEC will be required. [9] Refer to RA 1600 – Remotely Piloted Air Systems.	N
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.	N

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.	N
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.	N
2370[05](02)012	[05]	Authorized	GM	2370(2).12 - GM - Test and Evaluation Personnel	Nil.	N
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.	N
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.	N

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.	N
2370[05](03)015	[05]	Authorized	GM	2370(3).15 - GM - Test and Evaluation Activity	Determination of T&E objectives. When formulating test plans containing the T&E objectives, ADH, RPAS DH, AM(MF), or RPAS AM may refer to the Integrated Test and Evaluation Acceptance Plan.	N
2370[05](03)016	[05]	Authorized	GM	2370(3).16 - GM - Test and Evaluation Activity	Categorizing T&E activity. Advice for Contractor Flying Approved Organization Scheme (CFAOS) and MOD units and organizations is available from the Air and Space Warfare Centre (ASWC) or the Maritime Warfare Centre.	N

2370[05](03)017	[05]	Authorized	GM	2370(3).17 - GM - Test and Evaluation Activity	T&E categories. The following provides guidance for determining the category of T&E Activity: a. Cat 1. Experimental / Developmental T&E. T&E that expands the flight envelope, extends the flight limitations or develops the handling techniques of an Air System. This entails operations outside, or to the limits of, existing temporary or proposed airworthiness and flight limitations of the Air System. It may include, but is not exclusive to, assessment of: (1) Initial flight or significantly modified Air Systems. (2) Changes in flight characteristics or flight envelope definition or expansion. (3) Novel or unusual design, features or techniques. (4) Changes to handling qualities of an Air System that might include changes to visual references, flight instruments and symbology, flying controls, flying control systems, Air System performance, external stores and weapons carriage/release/jettison and underslung loads. b. Cat 2. Flight Safety-critical T&E. T&E that is conducted on a production standard Air System that provides evidence for an airworthiness clearance of Flight Safety-critical systems. This will entail operating to the limits of existing, temporary or proposed airworthiness and flight limitations of the Air System. It may include, but is not exclusive to, assessment of: (1) Communications systems. (2) Navigation systems.	N
2370[05](03)018	[05]	Authorized	GM	2370(3).18 - GM - Test and Evaluation Activity	Trials supervisors. Trial supervisors are responsible to the endorsed ADH, RPAS DH, AM(MF), or RPAS AM for ensuring that T&E Activity is carried out safely iaw the direction of the T&E Approvals Board. They are not required to be flying supervisors or authorisers.	N

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	N
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.	N

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.	N
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.	N

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	N

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 referenced 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.	N
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.	N
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.	N

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.	N
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.	N
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.	N
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.	N
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.	N

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.	N
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.	N
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.	N
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.	N
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.	N
2375[04](01)024	[04]	Authorized	GM	2375(1).24 - GM - Qualification of Flight Simulator Training Devices	EASA Certification Specifications for Aeroplane Flight Simulation Training Devices (CS-FSTD(A)) or Helicopter Flight Simulation Training Devices (CS-FSTD(H))[11], detail the civilian legal and regulatory requirements for civilian FSTD qualification; other equivalent civilian certification specifications are also available. These documents are derived from ICAO Doc 9625 Volume 1 and Volume 2 respectively, which provide a structured means of determining qualification criteria according to training requirement. These specifications may assist the SRO to determine the category of FSTD and the qualifications, ratings and training output that can be conducted in the FSTD. These documents provide guidance on the construction of a QTG and fidelity levels. However, the guidance is based on civil Air Systems, designed to conduct civil flying tasks and these may not fully satisfy military usage. Therefore, specific military tasks and capabilities may need to be included in the device QTG, such as Night Vision Device visual systems, and acceptance criteria and tolerances adjusted to suit military usage. [11] CS-FSTD(A) is derived from ICAO Doc 9625 Volume 1, Manual of Criteria for the Qualification of FSTD — Aeroplanes and CS-FSTD(H) is derived from ICAO Doc 9625 Volume 2, Manual of Criteria for the Qualification of FSTD — Helicopters which could also be used to assist the qualification of an FSTD. Where the term 'cockpit representation' is used, this is equally applicable to mission systems and mission workstations.	N

2375[04](01)025	[04]	Authorized	GM	2375(1).25 - GM - Qualification of Flight Simulator Training Devices	Where a Training Service Provider has been contracted to provide end to end training to requirements set by the SRO it is recognised that this may include the procurement and employment of one or more FSTD. In this situation the SRO will still be the owner of the Qualification statement iaw para 8 and 9 but the development and management of the Qualification Statement may be the responsibility of the contracted Training Service Provider, subject to agreement by the SRO.	N
2375[04](01)026	[04]	Authorized	GM	2375(1).26 - GM - Qualification of Flight Simulator Training Devices	The following could be used to describe the qualifications, rating and types of training that may be conducted in an FSTD and assist with the creation of a matrix of training objectives to be evaluated: a. Certificate of Qualification on Type (CQT). b. Instrument Rating (IR). c. Currency Requirements. d. Competency Training.	N
2375[04](01)027	[04]	Authorized	GM	2375(1).27 - GM - Qualification of Flight Simulator Training Devices	Where CS-FSTD(A/H), ICAO 9625 Vol 1/2 or other civilian specifications do not provide sufficient guidance for assessing the fidelity of military devices the following considerations are applicable: a. Handling characteristics throughout the flight envelope, including ground handling; b. Flight model performance characteristics throughout the flight envelope; c. Mission realism, including specific military role manoeuvres and tasks; d. Accuracy of cockpit layout and structure; e. Accuracy of whole crew environment; f. Realistic systems architecture (eg software menus etc); g. Representative malfunctions, including isolated and compound degraded modes; h. Representative visuals, sound and motion cues; i. Environmental characteristics to include Air Traffic Control, navigation, atmosphere, weather, aerodromes, terrain, threats and external players; j. IOS operator and system interaction capabilities; k. Linked capability or formation with entity/other FSTD; l. Mission planning, briefing and debriefing facilities; m. Accuracy of sensor system simulations to be used for provision of flight safety critical activities such as aircraft guidance; n. Fidelity of systems used to support weapon targeting.	N
2375[04](01)028	[04]	Authorized	GM	2375(1).28 - GM - Qualification of Flight Simulator Training Devices	There are several acceptable methodologies that could be used to determine the required fidelity level for specific training objectives. These include, but not exclusively, ICAO 9625 Vol 1/2 and the Liverpool Rating Scale for Subjective Testing of Simulator Fidelity. Based on a modified version of the ICAO 9625 Vol 1/2 fidelity levels could be applied against each training objective, see Annex B for greater detail: a. None or Not Required (N). b. Generic (G). c. Representative (R). d. Specific (S).	N

2375[04](01)029	[04]	Authorized	GM	2375(1).29 - GM - Qualification of Flight Simulator Training Devices	CS-FSTD(A/H), ICAO 9625 Vol 1/2 or other civilian specifications could be used to determine the statements of compliance and testing requirements for the FSTD when constructing the QTG.	N
2375[04](01)030	[04]	Authorized	GM	2375(1).30 - GM - Qualification of Flight Simulator Training Devices	Relevant material differences could be extensive so may be referenced in the Qualification Statement but recorded in an F700 style document, that will be familiar to Aircrew and training staff, for the device. Acceptable Deferred Faults could also be recorded and tracked with this document.	N
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.	N
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.	N
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.	N
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).	N
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).	N
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.	N
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.	N
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.	N

2375[04](02)038	[04]	Authorized	GM	2375(2).38 - GM - Approval of Flight Simulator Training Devices	As part of the annual renewal of approval for use of the device, the evidence of both the objective and subjective Master QTG progressive testing provided by the FSTD Operator is to be compared with the baseline testing conducted for initial qualification. ADH or AM(MF) could use appropriate SQEP for the comparison, eg an engineer or the Air System STANEVAL. If differences are identified that cannot be explained, the FSTD Operator could re-test the device (if appropriate) or the ADH or AM(MF) could refer to T&E Aircrew[8] iaw para 35. [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.	N
2375[04](02)039	[04]	Authorized	GM	2375(2).39 - GM - Approval of Flight Simulator Training Devices	The ADH or AM(MF) could use appropriate SQEP Aircrew, eg the Air System STANEVAL or Aircrew Instructor, rather than T&E Aircrew[8] to conduct some subjective assessment in order to validate the approval for use annually, assuming there have been no modifications to the live Air System, or the FSTD, or its use, that have the potential to impact on the safe operation of the live Air System. [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.	N
2375[04](02)040	[04]	Authorized	GM	2375(2).40 - GM - Approval of Flight Simulator Training Devices	Re-qualification of the FSTD, iaw RA 2375 [1], will be required following any significant modification to the live Air System, or the FSTD, or its use, that has the potential to impact on the safe operation of the live Air System. The updated Qualification Statement may be used to support the approval for use of the FSTD.	N
2375[04](02)041	[04]	Authorized	GM	2375(2).41 - GM - Approval of Flight Simulator Training Devices	Where training objectives may be prohibited in the live Air System, eg practice single or multiple engine failures, and specific live Air System performance is unknown or the data is unavailable, a lower fidelity level may be acceptable if the training benefit achieved synthetically will enhance safety in the live Air System.	N
2375[04](02)042	[04]	Authorized	GM	2375(2).42 - GM - Approval of Flight Simulator Training Devices	Where High Risk Area (HRA) or high cost training is conducted in environmental conditions that would not be routinely practised, or would be highly undesirable to practise, in the live Air System, a lower fidelity level may be acceptable if, through T&E verification, the training benefit achieved synthetically enhances safety in the live Air System.	N
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.	N

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.	N
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.	N
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).	N
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.	N
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.	N
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).	N
2375[04](03)049	[04]	Authorized	GM	2375(3).49 - GM - Use of Flight Simulator Training Device	It may not be appropriate to report all incidents in the FSTD as they would be in the live Air System. The stage of training or experience level is to be considered when deciding if reporting an incident is appropriate. Where FSTD systems have been intentionally degraded for training to induce an emergency or the environmental conditions have been manipulated to create a scenario at the extremes, or even outside, of limits it may be anticipated that the likelihood of a mishap is increased, therefore reporting may not be appropriate. However, reporting is to be considered if an adverse outcome has resulted from incorrect procedures or poor handling. Equally, if there is value to other users from lessons identified, eg relevant material differences between the FSTD and the live Air System or incorrect procedures, reporting is to be considered.	N
2375[04](03)050	[04]	Authorized	GM	2375(3).50 - GM - Use of Flight Simulator Training Devices	Due consideration of other RAs will include areas such as: RA 2307 – Rules of the Air; RA 2309 – Flight Procedures; RA 2310 – Role Specific Fixed Wing; RA 2315 – Role Specific Rotary Wing; RA 2320 – Role Specific Remotely Piloted Air Systems; RA 2125 – Aircrew Instructor Training; RA 2350 – Air System Emergencies etc. However, RA 2306 – Authorization of Flights; RA 2135 – Aircrew Medical Requirements, and RA 2345 – Aircrew Fatigue Management, for example, may be relaxed at the discretion of the ADH or AM(MF).	N

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.	N
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.	N
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.	N
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.	N
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.	N
2380[01](01)004	[01]	Authorized	GM	2380(1).4 - GM - Air System and Pilot Requirements	Nil.	N
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.	N
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).	N
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.	N

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.	N
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.	N
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.	N
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.	N
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.	N
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.	N
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).	N

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.	N
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.	N
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.	N
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.	N

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.	N
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.	N

2380[01](02)020	[01]	Authorized	GM	2380(2).20 - GM - Performance Based Navigation Flight Procedures	For purposes of consistency with the PBN concept, regulation may refer to 'RNAV 10' because this specification does not include on-board performance monitoring and alerting, however many routes still use the designation 'RNP 10' instead of 'RNAV 10'. 'RNP 10' was used as designation before the publication of the fourth edition of ICAO Doc 9613 in 2013. The terms 'RNP 10' and 'RNAV 10' will be considered equivalent.	N
2380[01](02)021	[01]	Authorized	GM	2380(2).21 - GM - Performance Based Navigation Flight Procedures	RAIM availability may be established either by an internal function of the receiver or an air navigation service provider.	N
2380[01](02)022	[01]	Authorized	GM	2380(2).22 - GM - Performance Based Navigation Flight Procedures	Discontinuing an approach operation may not be necessary for a multi-sensor navigation system that includes demonstrated RNP capability without GNSS iaw the ADS.	N
2380[01](02)023	[01]	Authorized	GM	2380(2).23 - GM - Performance Based Navigation Flight Procedures	Where vertical guidance is lost while the Aircraft is still above 1000 ft AGL, the crew may decide to continue the approach to LNAV minima, when supported by the navigation system.	N
2380[01](02)024	[01]	Authorized	GM	2380(2).24 - GM - Performance Based Navigation Flight Procedures	More detailed guidance material for the operational use of PBN applications can be found in ICAO Doc 9613 Performance-Based Navigation (PBN) Manual.	N
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). ◀	N
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.	N
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).	N
2401[06](01)002	[06]	Authorized	AMC	Air System Document Set	2. ► ◀	N
2401[06](01)003	[06]	Authorized	AMC	Air System Document Set	3. ► ◀	N
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. ◀	N
2401[06](01)005	[06]	Authorized	GM	Air System Document Set	5. ► Nil. ◀	N

2401[06](02)	[06]	Authorized	GM	Use and Carriage of Documents in the ► Aircraft / Remote Pilot Station ◀	8. Nil.	N
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. ◀	N
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.	N
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. ◀	N
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.	N
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. ◀	N
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.	N
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.	N
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.	N
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. ◀	N
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.	N

2401[06](03)015	[06]	Authorized	GM	Flying Logbooks and Recording of Flying Times	15. Throughout the MAA Regulatory Publications (MRP) 2000 series reference is frequently made to 'Flying Logbooks'. This term may be interpreted to mean 'flying record' where an alternative means of media is used. Where alternative methods to the hard copy Flying Logbook are used, they ► will ◀ be: readily reproducible in hard copy; afforded protection from retrospective fraudulent entry (eg protected archive); and will be subject to the same level of supervisory scrutiny as traditional formats.	N
2401[06](03)016	[06]	Authorized	GM	Flying Logbooks and Recording of Flying Times	16. Flying Logbooks are for official use only. They are a comprehensive record of flying and ► will ◀ be completed meticulously in order to provide an accurate record of all flights undertaken. Individuals will remain responsible for the accuracy of all entries in their Flying Logbooks. ► ◀	N
2401[06](03)017	[06]	Authorized	GM	Flying Logbooks and Recording of Flying Times	17. Hours accrued flying non-UK military ► Aircraft ◀ for purposes other than Defence outputs, ► eg civilian recreational flying, ◀ will not be recorded in a military Flying Logbook. Where there is any doubt, ► the ◀ ADH or AM(MF) will decide.	N
2401[06](03)018	[06]	Authorized	GM	Flying Logbooks and Recording of Flying Times	18. Calculation of Flying Times. Flying times will normally be calculated from the time of take-off to the time of landing. When undertaking circuits and landings, the flying times will ► normally ◀ be reckoned as the time from the initial take-off to the final landing. For the purposes of recording night flying, 'night' is defined as the time between the end of evening civil twilight and the beginning of morning civil twilight.	N
2401[06](03)019	[06]	Authorized	GM	Flying Logbooks and Recording of Flying Times Compilation of Flying Logbooks	19. All flying carried out either by a student pilot or a qualified pilot ► operating an Aircraft ◀ fitted with dual controls and under the instruction / direct supervision of a Qualified Aircrew Instructor (Qualified AI) will be recorded as 'Dual'. Pilots flying with an Instrument Rating Examiner (IRE) / Instrument Rating Instructor (IRI) when undertaking an Instrument Rating Test will record the flying hours as 'Dual' unless the IRE / IRI does not occupy a pilot's seat during the sortie. In addition, any flying carried out by a qualified Test Pilot, but not qualified on type, ► operating an Aircraft ◀ fitted with dual controls and under the direct supervision of a pilot qualified on type will be recorded as 'Dual'.	N
2401[06](03)020	[06]	Authorized	GM	Flying Logbooks and Recording of Flying Times Compilation of Flying Logbooks	20. When a pilot is the ► ◀ Aircraft Commander the whole period of the flight will be recorded, where appropriate in the 'Captain' column, in addition to the entry in the '1st Pilot' column. ► ◀	N
2401[06](03)021	[06]	Authorized	GM	Flying Logbooks and Recording of Flying Times Compilation of Flying Logbooks	21. Other pilots, when fully qualified on type, will log '1st Pilot' time for that part of the flight spent in charge of the flying controls unless specified ► below or in ADH or AM(MF) ◀ orders. ► The '2nd Pilot' column in the Flying Logbook will be used where present and as appropriate	N

2401[06](03)022	[06]	Authorized	GM	Flying Logbooks and Recording of Flying Times Compilation of Flying Logbooks	22. If two pilots in the following categories fly together in an Aircraft fitted with dual controls, on which they are both qualified, they will both log '1st Pilot' time for the full duration of the flight in the following circumstances: a. When pilots are flying together for Instrument Flying (IF) practice. b. When Qualified Flying Instructors (QFI), Qualified Helicopter Instructors (QHI) or Qualified Gliding Instructors (QGI) are flying together for mutual instructional practice. c. When qualified Test Pilots or qualified safety pilots are flying on test / trials sorties.	N
2401[06](03)023	[06]	Authorized	GM	Flying Logbooks and Recording of Flying Times Compilation of Flying Logbooks	23. Non-pilot Aircrew will record flight time as follows: a. Flying time as Aircraft Commander will be entered in the appropriate column. b. Flying as a member of a crew, or when detailed to screen, check or examine an Aircrew member carrying out such duties, will be recorded in the appropriate 'Crew' flying section of the Flying Logbook.	N
2401[06](03)024	[06]	Authorized	GM	Flying Logbooks and Recording of Flying Times Compilation of Flying Logbooks	24. Live Aircraft IF. ◀ IF time will be recorded as actual or simulated in the appropriate column of the Flying Logbook. Actual IF ▶ is recorded ◀ when the Aircraft cannot be controlled by reference to external visual cues and all manoeuvres are carried out solely by reference to the Aircraft instruments. ▶ Actual IF is recorded by the handling Pilot only, ◀ except when a QHI / QFI / IRE / IRI is giving instruction or examining in actual conditions. In such a case the QHI / QFI / IRE / IRI and pupil will both record the time. Simulated IF is conducted under artificially created conditions demanding that all manoeuvres be carried out solely by reference to instruments. ▶ Simulated IF is recorded by the handling Pilot only. ◀	N
2401[06](03)025	[06]	Authorized	GM	Flying Logbooks and Recording of Flying Times Compilation of Flying Logbooks	25. Simulator practices will be recorded in the relevant section of the appropriate Flying Logbook in the same manner as normal flying times ▶ unless specified otherwise in orders. ◀	N
2401[06](03)026	[06]	Authorized	GM	Flying Logbooks and Recording of Flying Times Compilation of Flying Logbooks	26. Instructions for the completion of periodic summaries ▶ will ◀ be provided alongside whatever method of flying record is employed. ADH or AM(MF) will determine the timing of periodic summaries. Aircrew not in flying appointments will not be required to complete periodic summaries, unless required to do so to maintain currency.	N
2401[06](03)027	[06]	Authorized	GM	Flying Logbooks and Recording of Flying Times Compilation of Flying Logbooks	27. Assessments of flying ability will be entered in the relevant flying record.	N
2401[06](03)028	[06]	Authorized	GM	Flying Logbooks and Recording of Flying Times Compilation of Flying Logbooks	28. ▶ ADH or AM(MF) orders will specify the periodicity for inspection of Flying Logbooks of all Aircrew employed on flying duties. Monthly Flying Logbook inspection and certification as correct by the appropriate unit / sub-unit commander or Flight Operations post-holder[5] (DCFO) is recommended, but where appropriate ADH or AM(MF) may consider reducing this to quarterly as a minimum. ◀	N
2401[06](03)029	[06]	Authorized	GM	Flying Logbooks and Recording of Flying Times Compilation of Flying Logbooks	29. The Flying Logbooks of non-Aircrew personnel will be inspected as detailed in ADH and AM(MF) orders.	N

2401[06](03)030	[06]	Authorized	GM	Flying Logbooks and Recording of Flying Times Retention and Disposal of Flying Logbooks	30. Flying Logbooks for military personnel are official documents and as such are the property of HM Government. Personnel ceasing to be employed on flying duties will, however, be allowed to retain their Flying Logbooks when all official action for which the books may be required is completed.	N
2401[06](03)031	[06]	Authorized	GM	Flying Logbooks and Recording of Flying Times Retention and Disposal of Flying Logbooks	31. Flying Logbooks will be retained until the individual is no longer eligible for employment for flying duties. Flying Logbooks will then be disposed of iaw the directions below. At a coroner's inquest into a fatal accident the Flying Logbooks of the personnel concerned must be produced for inspection if required.	N
2401[06](03)032	[06]	Authorized	GM	Flying Logbooks and Recording of Flying Times Security and Disposal	32. When Aircrew are deceased, missing, a prisoner of war, or declared to be illegally absent or insane, their ►Flying◄ Logbook(s) will be impounded by the appropriate ADH or AM(MF). It ►will◄ be scrutinized to ensure that no security risk is likely to arise from its disposal to the originator or ►their◄ next of kin, either immediately or in the future. ►Flying Logbooks may be retained by the appropriate ADH or AM(MF) pending resolution of all appeal or legal proceedings. ◄ After scrutiny, the ►Flying◄ Logbook may be disposed of in one of the following ways: a. It may be returned to the originator ►or their next of kin◄ on application. ►◄ b. Unless returned to the originator ►or their next of kin,◄ it will be security classified and retained by the appropriate authority.	N
2401[06](03)033	[06]	Authorized	GM	Flying Logbooks and Recording of Flying Times Security and Disposal	33. The ►Flying◄ Logbook(s) of deceased personnel may be forwarded to the next of kin after scrutiny, provided that they contain no information of Secret or higher category, nor contain entries that might cause pain to the next of kin. Under no circumstances may ►Flying◄ Logbooks be forwarded to next of kin without permission of the appropriate command chain (normally not less than 2-star level).	N
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.	N
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).	N
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.	N
2401[06](04)036	[06]	Authorized	GM	Aviation Duty Holder / Accountable Manager (Military Flying) ►Flying◄ Orders	36. ADH or AM(MF) ►flying◄ orders may also contain aviation-related material not directly relevant to the MRP, for the sake of providing a single source document for Aircrew.	N
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.	N

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.	N
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].	N
2401[06](05)039	[06]	Authorized	GM	Authorization Record	39. Nil.	N
2401[06](06)	[06]	Authorized	Regulation	Meteorological Records	2401(6) All relevant meteorological data shall be archived to assist in post incident investigation.	N
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 ► ◀.	N
2401[06](06)041	[06]	Authorized	AMC	Meteorological Records	41. Unit Meteorological Offices should retain records iaw instructions issued by the UK Meteorological Office.	N
2401[06](06)042	[06]	Authorized	GM	Meteorological Records	42. Nil.	N
2401[06](07)	[06]	Authorized	Regulation	Training Records	2401(7) ADH and AM(MF) shall maintain training records for all Aircrew.	N
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.	N
2401[06](07)044	[06]	Authorized	GM	Training Records	44. Where alternative methods to hard copy training records are used, they ► will ◀ be readily reproducible in hard copy and afforded protection from retrospective fraudulent entry (eg protected archive).	N
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.	N

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).	N
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.	N
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.	N
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.	N
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.	N

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.	N
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.	N
2501[04](01)007	[04]	Authorized	GM	2501(1).7 - GM - Application	Organizations seeking new approvals need to be aware that the timeline from application to approval is likely to be in the region of 9 to 12 months. Early dialogue with the MAA is encouraged; however, organizations need to note that formal engagement cannot be initiated until appropriate endorsement of MOD / National interest is in place.	N
2501[04](01)008	[04]	Authorized	GM	2501(1).8 - GM - Application	CFAOS applications may be phased; ie initial applications may be made via the MAA Form 2 once endorsement of MOD / National interest has been received, but with the CFOE being submitted at a later date.	N
2501[04](01)009	[04]	Authorized	GM	2501(1).9 - GM - Application	For Special Case Flying the endorsement of MOD / National interest needs to be made by the relevant Air System MOD Sponsor[8], [9]. [8] Refer to RA 1019 – Sponsor of Military Registered Civilian-Owned and Civilian Operated Air Systems – Air Safety Responsibilities. [9] Refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems.	N
2501[04](01)010	[04]	Authorized	GM	2501(1).10 - GM - Application	Further guidance for CFAOS application may be found on the MAA websites.	N

2501[04](01)011	[04]	Authorized	GM	2501(1).11 - GM - Approval	When it is considered that there is a case for a DCFO to be included in the CFAOS, a detailed appraisal will be carried out by the MAA. The appraisal will seek to establish long-term confidence in the organization's flight operations personnel and in the company structure relevant to the operations concerned. The DCFO will be audited via documentary and on-site inspections which will specifically scrutinize[10]: a. Scope of activity. b. Supporting company structure and facilities. c. Suitability, qualifications and experience of the relevant staff. d. Compliance with the MRP. e. The DCFO's processes, orders and instructions. [10] This list is not exhaustive.	N
2501[04](01)012	[04]	Authorized	GM	2501(1).12 - GM - Approval	Certificate. When evidence presented by the organization demonstrates that it satisfies the MAA requirements, a CFAOS 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. The issue date (and date of revision if required). E. The title, name and signature of the MAA approving officer.	N
2501[04](01)013	[04]	Authorized	GM	2501(1).13 - GM - Approval	Schedule. A CFAOS Schedule defining the scope of activity allowable within the CFAOS Approval will be issued listing: a. The Air System types and marks for which operation is approved. b. The aviation activities for which operation is approved. c. Any applicable special limitations (eg Visual Flight Rules-only, day-only, etc). d. The applicable CFOE reference, including Issue number and date. e. Name and details of the Accountable Manager (Military Flying) (AM(MF)). f. The title, name and signature of the MAA approving officer.	N
2501[04](01)015	[04]	Authorized	GM	2501(1).15 - GM - Approval	A list of DCFOs who have been granted approval under the CFAOS is published by the MAA.	N
2501[04](01)016	[04]	Authorized	GM	2501(1).16 - GM - Compliance	CFAOS organizations will be subject to compliance assurance activities conducted by or on behalf of the MAA. Access will be required to personnel, facilities, Air Systems, documents, records, data, procedures and any other materials relevant to compliance.	N
2501[04](01)017	[04]	Authorized	GM	2501(1).17 - GM - Compliance	The MAA will withdraw CFAOS approval from organizations that no longer meet the requirements.	N

2501[04](01)018	[04]	Authorized	GM	2501(1).18 - GM - Compliance	Costs for periodic compliance assurance activities conducted by or on behalf of MAA will not be recoverable from MOD.	N
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).	N
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	N

2501[04](02)020	[04]	Authorized	GM	2501(2).20 - GM - Contractor Flying Approved Organization Scheme Approval Changes	As a minimum, the MAA needs to be notified of changes to: a. Name and details of the AM(MF). b. Personnel named in the CFOE, including the safety and quality managers. c. Air System types and marks to be operated. d. The DAE Operating Category / Categories, Test and Evaluation (T&E) categories[15], RPAS categories[16] and any other aviation activities to be conducted. e. Ownership of the CFAOS organization. f. The CFAOS organization's official name, business name, address and / or mailing address. [15] See RA 2370 – Test and Evaluation, for applicable test and evaluation terms. [16] Refer to RA 1600 – Remotely Piloted Air Systems.	N
2501[04](02)021	[04]	Authorized	GM	2501(2).21 - GM - Contractor Flying Approved Organization Scheme Approval Changes	Application to the MAA for a CFAOS Schedule amendment will not constitute approval to operate to the proposed amendment.	N
2501[04](02)022	[04]	Authorized	GM	2501(2).22 - GM - Contractor Flying Approved Organization Scheme Approval Changes	Following receipt of a scope uplift the MAA will determine continuing compliance with the MRP and amend, if necessary, the CFAOS Approval Certificate and / or Schedule.	N
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).	N
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.	N

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	N
2501[04](03)025	[04]	Authorized	GM	2501(3).25 - GM - Contractor Flying Organization Exposition	A CFOE is the document, or documents that contain the material specifying the scope of activity deemed to constitute CFAOS Approval and showing how the CFAOS organization intends to comply with the MRP.	N
2501[04](03)026	[04]	Authorized	GM	2501(3).26 - GM - Contractor Flying Organization Exposition	Templates for the CFOE and Operations Manual are on the MAA websites.	N
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).	N
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.	N

2501[04](04)028	[04]	Authorized	GM	2501(4).28 - GM - Contractor Flying Approved Organization Scheme MAA Regulatory Publications Applicability	MRP compliance will be assessed by the MAA using a risk-based approach. The risk-based profile will include such factors as previous regulatory compliance and performance at routine surveillance factored for potential Risk-to-Life exposure due to factors such as operating environment and/or flying rate.	N
2501[04](04)029	[04]	Authorized	GM	2501(4).29 - GM - Contractor Flying Approved Organization Scheme MAA Regulatory Publications Applicability	Any change to the approved MAA scope of the CFAOS organization will require reassessment of the MRP RA applicability.	N
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).	N
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.	N

Requirement Unique ID	Issue No.	Release Status	Item Type	Title	Rationale/Text	MHP/001 Contract: Applicability
3049[07]	[07]	Authorized	RA	3049 - RA (Issue 7) - Defence Contractor Flying Organization responsibilities for UK Military Air System Operating Locations	Accountable Managers (Military Flying) (AM(MF)s) of Defence Contractor Flying Organizations (DCFOs) are accountable for the safe operation of UK Military Registered Air Systems within their Area of Responsibility (AoR), and ensuring that operating Risk to Life (RtL) is As Low As Reasonably Practicable and Tolerable. To support their operations, DCFOs are required to ensure that appropriate facilities and support services are in place at all operating locations where they operate UK Military Registered Air Systems.	N
3049[07](01)	[07]	Authorized	Regulation	3049(1) - Regulation - Defence Contractor Flying Organizations Operating Location Requirement	AM(MF)s shall ensure that UK Military Registered Air Systems operate from appropriate operating locations.	N
3049[07](01)001	[07]	Authorized	AMC	3049(1).1 - AMC - Defence Contractor Flying Organizations Operating Location Requirement	1. AM(MF)s should have processes and procedures in place to ensure that facilities provided at operating locations are appropriate to cover the full scope of the UK Military Registered Air System operations within their AoR.	N
3049[07](01)002	[07]	Authorized	AMC	3049(1).2 - AMC - Defence Contractor Flying Organizations Operating Location Requirement	2. AM(MF)s should ensure that embarked operations are only undertaken from vessels holding an appropriate endorsement.	N
3049[07](01)003	[07]	Authorized	GM	3049(1).3 - GM - Defence Contractor Flying Organizations Operating Location Requirement	3. AM(MF)s may wish to consider approvals from other relevant regulatory and / or certification bodies (such as the European Union Aviation Safety Agency) to support their processes (including Risk Management) regarding appropriate operating locations.	N
3049[07](01)004	[07]	Authorized	GM	3049(1).4 - GM - Defence Contractor Flying Organizations Operating Location Requirement	4. An appropriate endorsement for UK vessels to carry out embarked operations will be in accordance with (iaw) RA 13951. 1 Refer to RA 1395 - Authorization to Permit Embarked Aviation in ►His◄ Majesty's / MOD Ships.	N
3049[07](02)	[07]	Authorized	Regulation	3049(2) - Regulation - Defence Contractor Flying Organizations Operating Location Support Services	AM(MF)s shall ensure that adequate Support Services are available for the duration of UK Military Registered Air System operations.	N
3049[07](02)005	[07]	Authorized	AMC	3049(2).5 - AMC - Defence Contractor Flying Organizations Operating Location Support Services	5. Rescue and Firefighting services in support of UK Military Registered Air Systems should be provided iaw DSA02 DFSR2. 2 Refer to Defence Aerodrome Rescue and Fire Fighting Regulations.	N
3049[07](02)006	[07]	Authorized	AMC	3049(2).6 - AMC - Defence Contractor Flying Organizations Operating Location Support Services	6. AM(MF)s should ensure that emergency Medical Services are available to provide an immediate response; the level of response should be proportionate to the operating location, flying activity and the Air Systems being operated, and be determined on the basis of an appropriate Risk Assessment.	N
3049[07](02)007	[07]	Authorized	AMC	3049(2).7 - AMC - Defence Contractor Flying Organizations Operating Location Support Services	7. AM(MF)s should determine the minimum levels of Air Traffic Management (ATM) Services required to support UK Military Registered Air System operations and should ensure that all ATM Services are provided by a Suitably Qualified and Experienced Person.	N
3049[07](02)008	[07]	Authorized	GM	3049(2).8 - GM - Defence Contractor Flying Organizations Operating Location Support Services	8. Although not specific to DCFOs, AM(MF)s may refer to RA 3263(1)3 for general guidance on Medical Cover; the RA details the differing levels of required medical cover for the range of MOD Aerodromes. 3 Refer to RA 3263(1): Aerodrome Classification.	N
3100[06]	[06]	Authorized	RA Rationale	Air Traffic Management Equipment Approved Organization Scheme	Air Traffic Management (ATM)[1] Equipment Organizations that are contracted by the UK MOD to provide and / or install ATM Equipment[2], and / or provide technical services that support ATM Equipment, are required to be approved in accordance with the ATM Equipment Approved Organization Scheme (AAOS). The AAOS is the Assurance mechanism underpinning the competence of ATM Equipment Organizations and ensures such Organizations comply with the MAA Regulatory Publications (MRP). There is a need to define AAOS processes in order to ensure that in-scope Organizations are able to meet the requirements of the AAOS. This Regulation defines the overarching AAOS processes. [1] Activities that are defined as ATM are detailed in MAA02: Military Aviation Authority Master Glossary. [2] Not including Airborne ATM Equipment.	N

3100[06](01)	[06]	Authorized	Regulation	Air Traffic Management Equipment Approved Organization Scheme Application and Approval	3100(1) ATM Equipment Organizations contracted by the UK MOD shall be approved under the AAOS, or have a defined and agreed route to being approved under the AAOS.	N
3100[06](01)001	[06]	Authorized	AMC	Air Traffic Management Equipment Approved Organization Scheme Application and Approval	1. ATM Equipment Organizations should satisfy the MAA that it is in the UK MOD and / or National interest to include the Organization in the AAOS.	N
3100[06](01)002	[06]	Authorized	AMC	Air Traffic Management Equipment Approved Organization Scheme Application and Approval	2. Applications for AAOS approval should be: a. Made using MAA AAOS Form 2. b. Supported by an appropriate endorsement of MOD[3] / National interest. c. Supported by an ATM Equipment Organization Exposition (AOE)[4]. [3] This is either the MOD Delivery Team or Contracting Organization. [4] Refer to RA 3100(3): Air Traffic Management Equipment Organization Exposition.	N
3100[06](01)003	[06]	Authorized	AMC	Air Traffic Management Equipment Approved Organization Scheme Application and Approval	3. To maintain AAOS Approval validity, an AAOS Organization should: a. Comply with the MRP. b. Ensure that the MAA is granted appropriate access for the purpose of determining initial and continued MRP compliance. c. Ensure that the MAA has approved any changes to the AOE. d. Ensure continued endorsement of MOD / National interest.	N
3100[06](01)004	[06]	Authorized	AMC	Air Traffic Management Equipment Approved Organization Scheme Application and Approval	4. Revoked or surrendered AAOS Approval Certificates should be returned to the MAA.	N
3100[06](01)005	[06]	Authorized	GM	Air Traffic Management Equipment Approved Organization Scheme Application and Approval	5. Organizations seeking new approvals will be aware that the timeline from application to approval is likely to be in the region of 9 to 12 months. Early dialogue with the MAA is encouraged; however, Organizations will note that formal engagement cannot be initiated until appropriate endorsement of MOD / National interest is in place.	N
3100[06](01)006	[06]	Authorized	GM	Air Traffic Management Equipment Approved Organization Scheme Application and Approval	6. AAOS applications may be staged; ie initial applications may be made via the MAA AAOS Form 2 once endorsement of MOD / National interest has been received, but with the AOE being submitted at a later date. Further guidance on AAOS applications may be found on the MAA website.	N
3100[06](01)007	[06]	Authorized	GM	Air Traffic Management Equipment	7. ► When considering AAOS approval in the commercial context it is accepted that where AAOS approval is a	N
3100[06](01)008	[06]	Authorized	GM	Air Traffic Management Equipment	8. When it is considered that there is a case for an ATM Equipment Organization to be included in the AAOS, a detailed	N
3100[06](01)009	[06]	Authorized	GM	Air Traffic Management Equipment	9. Certificate. When evidence presented by the Organization demonstrates that it satisfies the MAA requirements, an	N
3100[06](01)010	[06]	Authorized	GM	Air Traffic Management Equipment	10. Schedule. An AAOS Schedule defining the scope of activity allowable within the AAOS Approval will be issued	N
3100[06](01)011	[06]	Authorized	GM	Air Traffic Management Equipment	11. Validity. An AAOS Approval will normally be issued for an unlimited duration and will remain valid subject to:	N
3100[06](01)012	[06]	Authorized	GM	Air Traffic Management Equipment	12. A list of ATM Equipment Organizations who have been granted approval under the AAOS may be published by the	N
3100[06](01)013	[06]	Authorized	GM	Air Traffic Management Equipment	13. AAOS Organizations will be subject to compliance Assurance activities conducted by or on behalf of the MAA.	N
3100[06](01)014	[06]	Authorized	GM	Air Traffic Management Equipment	14. The MAA will withdraw from the AAOS any Organization that no longer meets the requirements.	N
3100[06](01)015	[06]	Authorized	GM	Air Traffic Management Equipment	15. Costs for periodic compliance Assurance activities conducted by or on behalf of MAA will not be recoverable from	N
3100[06](02)	[06]	Authorized	Regulation	Air Traffic Management Equipment	3100(2) Changes to AAOS Approvals shall be approved by the MAA.	N
3100[06](02)016	[06]	Authorized	AMC	Air Traffic Management Equipment	16. AAOS Organizations should:	N
3100[06](02)017	[06]	Authorized	GM	Air Traffic Management Equipment	17. As a minimum, the MAA is to be notified of changes to:	N
3100[06](02)018	[06]	Authorized	GM	Air Traffic Management Equipment	18. Application to the MAA for an AAOS Schedule amendment will not constitute approval to operate to the proposed	N
3100[06](02)019	[06]	Authorized	GM	Air Traffic Management Equipment	19. Following receipt of a scope uplift the MAA will determine continuing compliance with the MRP and amend, if	N
3100[06](03)	[06]	Authorized	Regulation	Air Traffic Management Equipment	3100(3) AAOS Organizations shall submit an AOE to the MAA.	N
3100[06](03)020	[06]	Authorized	AMC	Air Traffic Management Equipment	20. AAOS Organizations should ensure:	N
3100[06](03)021	[06]	Authorized	AMC	Air Traffic Management Equipment	21. The AOE should contain, but is not limited to, the following subject headings.	N
3100[06](03)022	[06]	Authorized	AMC	Air Traffic Management Equipment	22. Security Management. As a minimum this should contain the security procedures to be applied to ensure that the	N
3100[06](03)023	[06]	Authorized	GM	Air Traffic Management Equipment	23. An AOE is the document, or documents, that contain the material specifying the scope of activity deemed to	N
3100[06](04)	[06]	Authorized	Regulation	Air Traffic Management Equipment	3100(4) An Organization subject to the AAOS shall comply with the MRP.	N
3100[06](04)024	[06]	Authorized	AMC	Air Traffic Management Equipment	24. AAOS Organizations should comply with the latest issues of all applicable RAs.	N
3100[06](04)025	[06]	Authorized	GM	Air Traffic Management Equipment	25. MRP compliance will be assessed by the MAA on a Risk-based profile. The Risk-based profile will include such	N
3100[06](05)	[06]	Authorized	Regulation	Contracted ► / Subcontracted ◄	3100(5) AAOS Organizations that subcontract activities in order to meet their contractual obligations to the MOD shall	N
3100[06](05)026	[06]	Authorized	AMC	Contracted ► / Subcontracted ◄	26. If an AAOS Organization subcontracts any element of its scope of activities that are specified in its AOE, the AAOS	N

3100[06](05)027	[06]	Authorized	AMC	Contracted ► / Subcontracted ◄	27. An AAOS Organization should ensure that processes and procedures are in place to allow the MAA access to the	N
3100[06](05)028	[06]	Authorized	GM	Contracted ► / Subcontracted ◄	28. For the purposes of this Regulation, the term 'activities' refers to only those specified in the endorsed AOE of the	N
3102[03]	[03]	Authorized	RA	3102 - RA (Issue 3) - Air Traffic	Air Traffic Management Equipment Approved Organization Scheme (AAOS) [1] Organisations are required [2] to assign	N
3102[03](01)	[03]	Authorized	Regulation	3102(1) - Regulation - Roles and	AAOS AMs shall hold organizational authority and accountability for all activities conducted within the scope specified in	N
3102[03](01)001	[03]	Authorized	AMC	3102(1).1 - AMC - Roles and	AAOS AMs should:	N
3102[03](01)002	[03]	Authorized	AMC	3102(1).2 - AMC - Roles and	Where the AAOS AM is not the AAOS Organization's Chief Executive Officer, the appointed AM should be able to	N
3102[03](01)003	[03]	Authorized	GM	3102(1).3 - GM - Roles and	The first line of defence in Air Safety is the establishment of an Engaged Air Safety Culture as defined in the MAA	N
3104[01]	[01]	Authorized	RA	3104 - RA (Initial Issue) - AAOS	To maintain an audit trail of maintenance activities carried out, it is necessary to have a formal method of recording all	N
3104[01](01)	[01]	Authorized	Regulation	3104(1) - Regulation - Recording of	The organization shall record details of all maintenance work carried out.	N
3104[01](01)001	[01]	Authorized	AMC	3104(1).1 - AMC - Recording of	Records should contain basic details of all serialized components installed to ensure traceability.	N
3104[01](01)002	[01]	Authorized	AMC	3104(1).2 - AMC - Recording of	Maintenance records pertinent to the equipment or services should refer to the revision status of the documentation	N
3104[01](01)003	[01]	Authorized	AMC	3104(1).3 - AMC - Recording of	The maintenance record can be either a paper or computer system or any combination of both.	N
3104[01](01)004	[01]	Authorized	GM	3104(1).4 - GM - Recording of	Properly executed and retained records provide information essential in controlling unscheduled and scheduled	N
3104[01](02)	[01]	Authorized	Regulation	3104(2) - Regulation - Retention of	The organization shall retain a copy of all detailed maintenance records and any associated maintenance	N
3104[01](02)005	[01]	Authorized	AMC	3104(2).5 - AMC - Retention of	To maintain an audit trail for maintenance activities certain records should be maintained as described below.	N
3104[01](02)006	[01]	Authorized	AMC	3104(2).6 - AMC - Retention of	The period for which these documents should be retained is dependent on the category of the document:	N
3104[01](02)007	[01]	Authorized	GM	3104(2).7 - GM - Retention of	'Associated maintenance documentation' is specific information such as repair and modification documentation.	N
3104[01](02)008	[01]	Authorized	GM	3104(2).8 - GM - Retention of	Reconstruction of lost or destroyed records can be done by reference to other records which reflect the time in service,	N
3105[01]	[01]	Authorized	RA	3105 - RA (Initial Issue) - AAOS	The use of approved and accurate maintenance documentation is essential to ensure that equipment is maintained	N
3105[01](01)	[01]	Authorized	Regulation	3105(1) - Regulation - Approved,	The organization shall hold and use applicable, approved and current maintenance documentation for the purpose of	N
3105[01](01)001	[01]	Authorized	AMC	3105(1).1 - AMC - Approved,	Any AAOS approved organization should hold and use the following maintenance documentation where published:	N
3105[01](01)002	[01]	Authorized	GM	3105(1).2 - GM - Approved, Current	'Applicable' means relevant to any ATM equipment, component or process specified in the organization's approval.	N
3105[01](01)003	[01]	Authorized	GM	3105(1).3 - GM - Approved, Current	In relation to Paragraph 1a, 'appropriate sections' means the Maintenance documentation relevant to the equipments in	N
3105[01](02)	[01]	Authorized	Regulation	3105(2) - Regulation - Requirement	The organization shall establish procedures to ensure that, if found, any inaccurate, incomplete or ambiguous	N
3105[01](02)004	[01]	Authorized	AMC	3105(2).4 - AMC - Requirement to	The referenced procedure should ensure that when maintenance personnel discover inaccurate, incomplete or	N
3105[01](02)005	[01]	Authorized	AMC	3105(2).5 - AMC - Requirement to	A record of such communications to the author/sponsor of the maintenance documentation should be retained by the	N
3105[01](02)006	[01]	Authorized	AMC	3105(2).6 - AMC - Requirement to	The referenced procedure should be specified in the ATM Equipment Organization Exposition (AEOE).	N
3105[01](02)007	[01]	Authorized	GM	3105(2).7 - GM - Requirement to	The preferred process for proposing amendments to Maintenance documentation is through submission of a MOD Form	N
3105[01](03)	[01]	Authorized	Regulation	3105(3) - Regulation - Modification	The organization shall only modify maintenance instructions in accordance with a procedure specified in the ATM	N
3105[01](03)008	[01]	Authorized	AMC	3105(3).8 - AMC - Modification of	The procedure should include a paper/electronic record of the complete process from start to finish and ensure that the	N
3105[01](04)	[01]	Authorized	Regulation	3105(4) - Regulation - Common	The organization shall provide a common work card or worksheet system to be used throughout the organization to be	N
3105[01](04)010	[01]	Authorized	AMC	3105(4).10 - AMC - Common Work	The work cards/worksheets should differentiate and specify, when relevant, disassembly, accomplishment of task,	N
3105[01](04)011	[01]	Authorized	GM	3105(4).11 - GM - Common Work	In the case of a lengthy maintenance task involving a succession of personnel to complete such task, it may be	N
3105[01](04)012	[01]	Authorized	GM	3105(4).12 - GM - Common Work	Where the organization is contracted to use MOD Form 700 paperwork, the appropriate processes in AP 600 chap 3.22	N
3105[01](05)	[01]	Authorized	Regulation	3105(5) - Regulation - Availability of	The organization shall ensure that all applicable Maintenance documentation is readily available for use when required	N
3105[01](05)013	[01]	Authorized	AMC	3105(5).13 - AMC - Availability of	Maintenance documentation should be available in close proximity to the ATM equipment being maintained, for	N
3105[01](05)014	[01]	Authorized	AMC	3105(5).14 - AMC - Availability of	Where Maintenance documentation is held electronically or on microfilm/microfiche, the number of terminals to access	N
3105[01](06)	[01]	Authorized	Regulation	3105(6) - Regulation - Maintaining	The organization shall establish a procedure to ensure that the Maintenance documentation it controls is kept up to date.	N
3105[01](06)016	[01]	Authorized	AMC	3105(6).16 - AMC - Maintaining the	Where Electronic Technical Publications, Logistic Information Systems or microfilm/microfiche readers are used, a	N
3106[01]	[01]	Authorized	RA	3106 - RA (Initial Issue) - AAOS	The use of defined processes, practices and procedures and adequate supervision are all essential elements of a	N
3106[01](01)	[01]	Authorized	Regulation	3106(1) - Regulation - AAOS	The organization shall establish procedures, detailed in the ATM Equipment Organization Exposition to ensure good	N
3106[01](01)001	[01]	Authorized	AMC	3106(1).1 - AMC - AAOS	Maintenance Procedures should reflect best practice within the organization. It is the responsibility of the organizations'	N
3106[01](01)002	[01]	Authorized	AMC	3106(1).2 - AMC - AAOS	All procedures, and changes to procedures, should be verified and validated before use.	N
3106[01](01)003	[01]	Authorized	AMC	3106(1).3 - AMC - AAOS	Procedures should be established to detect and rectify maintenance errors that could, result in a failure, malfunction, or	N
3106[01](01)004	[01]	Authorized	AMC	3106(1).4 - AMC - AAOS	In order to prevent omissions, every maintenance task or group of tasks should be signed for by the individual who	N
3106[01](01)005	[01]	Authorized	GM	3106(1).5 - GM - AAOS	By signing for a task, the individual is implicitly stating that they have completed or supervised the	N
3107[01]	[01]	Authorized	RA	3107 - RA (Initial Issue) - AAOS	The control and management of equipment, tools and material is an essential engineering activity. This regulation	N
3107[01](01)	[01]	Authorized	Regulation	3107(1) - Regulation - Equipment,	The organization shall have available and use the necessary equipment, tools and material to perform the approved	N
3107[01](01)001	[01]	Authorized	AMC	3107(1).1 - AMC - Equipment,	The organization should be able to show that all tools and equipment as specified in the maintenance documentation	N

3107[01](01)002	[01]	Authorized	AMC	3107(1).2 - AMC - Equipment,	All such tools and equipment that require to be controlled in terms of servicing or calibration should be clearly identified	N
3107[01](01)003	[01]	Authorized	AMC	3107(1).3 - AMC - Equipment,	Where agreed in the relevant contract, Government Furnished Equipment is acceptable but, where appropriate, should	N
3107[01](02)	[01]	Authorized	Regulation	3107(2) - Regulation - Control of	The organization shall ensure that all tools, equipment and test equipment, are controlled and calibrated according to an	N
3107[01](02)005	[01]	Authorized	AMC	3107(2).5 - AMC - Control of	The control of these tools and equipment requires that the organization should have a procedure to inspect/service and,	N
3107[01](02)006	[01]	Authorized	AMC	3107(2).6 - AMC - Control of	A register should be maintained for all precision tooling and equipment together with a record of calibrations and	N
3107[01](02)007	[01]	Authorized	AMC	3107(2).7 - AMC - Control of	Inspection, service or calibration on a regular basis should be in accordance with the equipment manufacturer's	N
3107[01](02)008	[01]	Authorized	GM	3107(2).8 - GM - Control of	For the purpose of RA 3107(2) 'officially recognized standard' means those standards established or published by an	N
3108[01]	[01]	Authorized	RA	3108 - RA (Initial Issue) - AAOS	There are occasions when there is a requirement to report 'occurrences', including 'near misses', and 'findings' in the	N
3108[01](01)	[01]	Authorized	Regulation	3108(1) - Regulation - Unsafe	The organization shall report to the MOD any condition of the equipment identified by the organization that has resulted	N
3108[01](01)001	[01]	Authorized	AMC	3108(1).1 - AMC - Unsafe Condition	The organization within the MOD to which unsafe condition reports should be made to will depend on the approved	N
3108[01](02)	[01]	Authorized	Regulation	3108(2) - Regulation - Internal	The organization shall establish an internal occurrence reporting system to enable the collection and evaluation of	N
3108[01](02)003	[01]	Authorized	AMC	3108(2).3 - AMC - Internal	The system should be defined in the AEOE.	N
3108[01](02)004	[01]	Authorized	AMC	3108(2).4 - AMC - Internal	This system should identify adverse trends, investigation processes, corrective actions taken, or to be taken, by the	N
3108[01](02)005	[01]	Authorized	AMC	3108(2).5 - AMC - Internal	An organization should establish a 'just culture', as defined in MAA02. This will ensure that personnel are not	N
3108[01](02)006	[01]	Authorized	AMC	3108(2).6 - AMC - Internal	The internal reporting system should ensure that actions are taken internally to address safety hazards.	N
3108[01](02)007	[01]	Authorized	AMC	3108(2).7 - AMC - Internal	The system should provide feedback to report originators, both on an individual and more general basis, since it is	N
3108[01](02)008	[01]	Authorized	GM	3108(2).8 - GM - Internal	The aim of occurrence reporting is to identify the factors contributing to incidents and to make the system resistant to	N
3108[01](02)009	[01]	Authorized	GM	3108(2).9 - GM - Internal	All accidents, incidents, near-misses and failures of safety controls must be reported and investigated to a suitable depth	N
3108[01](03)	[01]	Authorized	Regulation	3108(3) - Regulation - MOD	The organization shall make such reports in a form and manner established by the MAA and ensure that they contain all	N
3108[01](03)010	[01]	Authorized	AMC	3108(3).10 - AMC - MOD	Extant MOD procedures for occurrence reporting should be used. Details are published in RA 1410 -Occurrence	N
3108[01](03)011	[01]	Authorized	GM	3108(3).11 - GM - MOD Sponsored	Contractors may need to complete a pdf version of the Defence Air Safety Occurrence Report (DASOR) and submit it	N
3120[03]	[03]	Authorized	RA	3120 - RA (Issue 3) - ATM	To ensure the safe provision of Air Traffic Services all new and modified Air Traffic Management (ATM) Equipment will	N
3130[02]	[02]	Authorized	RA	3130 - RA (Issue 2) - Air Traffic	There is a requirement to demonstrate that design solutions for new Air Traffic Management (ATM) Equipment or	N
3130[02](01)	[02]	Authorized	Regulation	3130(1) - Regulation -	The Project/Delivery Team Leader (PTL/DTL) shall be responsible for delivering safe systems, services[1] and	N
3130[02](01)001	[02]	Authorized	AMC	3130(1).1 - AMC - Project/Delivery	The PTL/DTL should ensure throughout the life of the ATM systems, services, and equipment that:	N
3130[02](01)002	[02]	Authorized	AMC	3130(1).2 - AMC - Project/Delivery	The PTL/DTL should ensure:	N
3130[02](01)003	[02]	Authorized	GM	3130(1).3 - GM - Project/Delivery	The Project Oriented Safety Management System (POSMS) describes processes and procedures which are designed to	N
3130[02](02)	[02]	Authorized	Regulation	3130(2) - Regulation -	The Users (operators and/or maintainers) shall operate and maintain ATM Equipment in accordance with the ATM	N
3130[02](02)004	[02]	Authorized	AMC	3130(2).4 - AMC - User/Operator	Through formalized agreements with the PT/DT where appropriate, users (operators and/or maintainers) should:	N
3130[02](02)005	[02]	Authorized	GM	3130(2).5 - GM - User/Operator	Nil.	N
3130[02](03)	[02]	Authorized	Regulation	3130(3) - Regulation - Legislation	The PTL/DTL shall ensure that a compliance assessment is undertaken for the ATM Equipment against all relevant	N
3130[02](03)006	[02]	Authorized	AMC	3130(3).6 - AMC - Legislation	Compliance should be assessed in three stages as follows:	N
3130[02](03)007	[02]	Authorized	GM	3130(3).7 - GM - Legislation	The purpose of the compliance assessment is to:	N
3130[02](03)008	[02]	Authorized	GM	3130(3).8 - GM - Legislation	The PT/DT need to be aware that compliance status could change throughout the development and manufacture of the	N
3130[02](03)009	[02]	Authorized	GM	3130(3).9 - GM - Legislation	The detailed compliance assessment is usually provided by the supplier.	N
3130[02](04)	[02]	Authorized	Regulation	3130(4) - Regulation - Configuration	The PTL/DTL shall be responsible for Configuration Management (CM) throughout the life of the ATM Equipment.	N
3130[02](04)010	[02]	Authorized	AMC	3130(4).10 - AMC - Configuration	The PTL/DTL should develop and implement a Configuration Management Plan (CMP). The CMP should define how	N
3130[02](04)011	[02]	Authorized	AMC	3130(4).11 - AMC - Configuration	JSP 886 provides details regarding the contents and structure of a typical CMP, as a minimum, the CMP should	N
3130[02](04)012	[02]	Authorized	AMC	3130(4).12 - AMC - Configuration	The PTL/DTL should:	N
3130[02](04)013	[02]	Authorized	AMC	3130(4).13 - AMC - Configuration	For Service Modifications, the PT/DT must ensure that all relevant parties are made aware of the amendment and	N
3130[02](04)014	[02]	Authorized	GM	3130(4).14 - GM - Configuration	Configuration Management will need to be applied by the PT/DT in order to maintain effective control of the approved	N
3130[02](04)015	[02]	Authorized	GM	3130(4).15 - GM - Configuration	Initial Configuration Control (CC) is vested in the Designer, who provides the Configuration Status Record (CSR). This	N
3130[02](05)	[02]	Authorized	Regulation	3130(5) - Regulation - Safety	All safety documentation relating to ATM Equipment shall be retained for a minimum of 5 years beyond the equipment's	N
3130[02](05)015	[02]	Authorized	AMC	3130(5).15 - AMC - Safety	Documentation should be clearly marked and securely stored to avoid accidental destruction.	N
3130[02](05)016	[02]	Authorized	GM	3130(5).16 - GM - Safety	Scanned copies of documents are legally allowable under the "best evidence" principle.	N
3130[02](05)017	[02]	Authorized	GM	3130(5).17 - GM - Safety	Electronic storage can be used providing documents are protected to prevent accidental deletion.	N
3130[02](06)	[02]	Authorized	Regulation	3130(6) - Regulation - Independent	The PTL/DTL shall consider the appointment of an Independent Safety Auditor (ISA) at the outset of a project, in	N
3130[02](06)018	[02]	Authorized	AMC	3130(6).18 - AMC - Independent	The PTL/DTL should ensure that an auditable trail of the decision regarding the requirement for an ISA exists.	N
3130[02](06)019	[02]	Authorized	AMC	3130(6).19 - AMC - Independent	The ISA should:	N

3130[02](06)020	[02]	Authorized	AMC	3130(6).20 - AMC - Independent	The ISA's independence should not be compromised by involving them in activities such as setting Safety	N
3130[02](06)021	[02]	Authorized	GM	3130(6).21 - GM - Independent	The use of an ISA can enhance a PT/DT's assurance arrangements, by assisting with the maintenance of safety	N
3130[02](06)022	[02]	Authorized	GM	3130(6).22 - GM - Independent	The ISA role may include providing assurance by auditing the safety process being followed, or by doing some safety	N
3130[02](06)023	[02]	Authorized	GM	3130(6).23 - GM - Independent	The primary role of an ISA is assessment and validation of the ATM Equipment SC work. This is usually carried out	N
3130[02](07)	[02]	Authorized	Regulation	3130(7) - Regulation - Air Traffic	ATM risks involving ATM Equipment shall be classified and handled using the ATM Equipment Risk Classification	N
3130[02](07)024	[02]	Authorized	AMC	3130(7).24 - AMC - Air Traffic	This regulation should be read in conjunction with RA 1210 - Management of Operating Risk, Risk to Life (RtL) and Def	N
3130[02](07)025	[02]	Authorized	AMC	3130(7).25 - AMC - Air Traffic	This regulation should be used by PTs/DTs and users (operators and/or maintainers).	N
3130[02](07)026	[02]	Authorized	AMC	3130(7).26 - AMC - Air Traffic	Annex A of this RA contains the ATM Equipment Risk Severity Classifications definitions (table 1) and Risk	N
3130[02](07)027	[02]	Authorized	AMC	3130(7).27 - AMC - Air Traffic	The ATM Equipment SC should set out and justify the process for making ALARP decisions.	N
3130[02](07)028	[02]	Authorized	AMC	3130(7).28 - AMC - Air Traffic	Whenever there are changes to an ATM Equipment's design, role, operating environment and/or changes in legislation	N
3130[02](07)029	[02]	Authorized	GM	3130(7).29 - GM - Air Traffic	EU Eurocontrol Safety Regulatory Requirement 4 (ESARR4) states that the Maximum Tolerability (of ATM direct	N
3130[02](07)030	[02]	Authorized	GM	3130(7).30 - GM - Air Traffic	It is important to note that 'tolerability' does not mean 'acceptability'. It refers to a willingness to live with a risk to secure	N
3130[02](07)031	[02]	Authorized	GM	3130(7).31 - GM - Risk	The aim of risk management is to ensure and demonstrate that all foreseeable risks have been identified and reduced	N
3130[02](07)032	[02]	Authorized	GM	3130(7).32 - GM - Risk	A qualitative or quantitative approach can be used to determine the appropriate risk classification. Where possible, a	N
3130[02](07)033	[02]	Authorized	GM	3130(7).33 - GM - Risk	Annex A contains specific details for ATM Equipment risk classification. It has both quantitative figures and qualitative	N
3130[02](07)034	[02]	Authorized	GM	3130(7).34 - GM - Risk	Whether a qualitative or quantitative approach is used, demonstration that a target has been achieved, or bettered, may	N
3130[02](08)	[02]	Authorized	Regulation	3130(8) - Regulation - Air Traffic	PTLs/DTLs or users (operators and/or maintainers) shall ensure that ATM Equipment hazards are articulated to Aviation	N
3130[02](08)035	[02]	Authorized	AMC	3130(8).35 - AMC - Air Traffic	RtL should only be owned by Aviation DHs and therefore all factors affecting RtL must be articulated to the relevant	N
3130[02](08)036	[02]	Authorized	AMC	3130(8).36 - AMC - Air Traffic	Aviation DH responsibilities regarding RtL are laid down in RA 1210. Relevant ATM Equipment risks should be	N
3130[02](08)037	[02]	Authorized	GM	3130(8).37 - GM - Air Traffic	Nil.	N
3132[05]	[05]	Authorized	RA	Air Traffic Management Equipment	► Air Traffic Management (ATM) Equipment types are complex and often have unique and emerging capabilities that	N
3132[05](01)	[05]	Authorized	Regulation	Air Traffic Management Equipment	3132(1) The Delivery Team (DT)►[1]◄ shall be responsible for ensuring that a 4-part ATM Equipment SC is developed	N
3132[05](01)001	[05]	Authorized	AMC	Air Traffic Management Equipment	1. The 4-part ATM Equipment SC[3] should show that Risks are reduced so that they are As Low As Reasonably	N
3132[05](01)002	[05]	Authorized	AMC	Air Traffic Management Equipment	2. The approach described in Def Stan 00-56[4] should be adopted for the auditable production of SCs.	N
3132[05](01)003	[05]	Authorized	AMC	Air Traffic Management Equipment	3. The ATM Equipment SC should clearly describe the evidence and arguments used to justify the Safety of the	N
3132[05](01)004	[05]	Authorized	AMC	Air Traffic Management Equipment	4. An ATM Equipment SC should provide evidence that:	N
3132[05](01)005	[05]	Authorized	Regulation	Air Traffic Management Equipment	5. An ATM Equipment SC should demonstrate how Safety has been, is being and will be achieved and maintained.	N
3132[05](01)006	[05]	Authorized	AMC	Air Traffic Management Equipment	6. The 4 parts of the ATM Equipment SC should be:	N
3132[05](01)007	[05]	Authorized	AMC	Air Traffic Management Equipment	7. The users requirements are instrumental to the ATM Equipment SC Part 1 and should include definitions of Risk	N
3132[05](01)008	[05]	Authorized	AMC	Air Traffic Management Equipment	8. If other related SCs are already in existence they should be integrated as necessary, this may include integration with	N
3132[05](01)009	[05]	Authorized	AMC	Air Traffic Management Equipment	9. Any dependencies on other organizations should be recorded in the ATM Equipment SC.	N
3132[05](01)010	[05]	Authorized	GM	Air Traffic Management Equipment	10. For the purposes of this Regulation modifications will be classed as significant when:	N
3132[05](01)011	[05]	Authorized	GM	Air Traffic Management Equipment	11. A SC is defined as a structured argument, supported by a body of evidence that provides a compelling,	N
3132[05](01)012	[05]	Authorized	GM	Air Traffic Management Equipment	12. The degree of evidence required, and work involved in developing an ATM Equipment SC will be commensurate	N
3132[05](01)013	[05]	Authorized	GM	Air Traffic Management Equipment	13. The generation of an ATM Equipment SC is an iterative process and will start at the beginning of the system's /	N
3132[05](01)014	[05]	Authorized	GM	Air Traffic Management Equipment	14. The DE&S Project Orientated Safety Management System (POSMS) provides procedures and examples of good	N
3132[05](01)015	[05]	Authorized	GM	Air Traffic Management Equipment	15. It is expected that the ATM Equipment SC Part 1 will contain the following information:	N
3132[05](01)016	[05]	Authorized	GM	Air Traffic Management Equipment	16. It is expected that the ATM Equipment SC Part 2 will contain the following information:	N
3132[05](01)017	[05]	Authorized	GM	Air Traffic Management Equipment	17. It is expected that the ATM Equipment SC Part 3 will contain the following information:	N
3132[05](01)018	[05]	Authorized	GM	Air Traffic Management Equipment	18. It is expected that the ATM Equipment SC Part 4 will contain the following information:	N
3132[05](02)	[05]	Authorized	Regulation	Responsibilities of Duty Holder-	3132(2) DH-Facing organizations involved in the provision of ATM shall be accountable to DHs for the provision of ATM	N
3132[05](02)019	[05]	Authorized	AMC	Responsibilities of Duty Holder-	19. Commanders and Accountable Managers in DH-Facing organizations should be individually accountable to DHs for	N
3132[05](02)020	[05]	Authorized	GM	Responsibilities of Duty Holder-	20. Examples of DH-Facing organizations in the context of RA 3132(2) are Air Command Air Officer Battlespace	N
3132[05](03)	[05]	Authorized	Regulation	Air Traffic Management Equipment	3132(3) The ATM Equipment SC shall be managed through the Project Safety Panel (PSP).	N
3132[05](03)021	[05]	Authorized	AMC	Air Traffic Management Equipment	21. Initially each part of the ATM Equipment SC should be authorized for release in order; however, development of the	N
3132[05](03)022	[05]	Authorized	AMC	Air Traffic Management Equipment	22. When a new project is being established the DT should contact the relevant DH-Facing organizations, Front Line	N
3132[05](03)023	[05]	Authorized	AMC	Air Traffic Management Equipment	23. Terms of Reference should exist for the PSP stating each member's role and responsibilities.	N
3132[05](03)024	[05]	Authorized	AMC	Air Traffic Management Equipment	24. The PSP should be chaired by the Delivery Team Leader (DTL) or Delivery Manager. The minimum membership	N
3132[05](03)025	[05]	Authorized	AMC	Air Traffic Management Equipment	25. Staff from organizations that will be part of the RiSP should be invited to PSPs in the project's later stages.	N

3132[05](03)026	[05]	Authorized	AMC	Air Traffic Management Equipment	26. The PSP minutes should provide an auditable trail of discussions, actions, and agreements.	N
3132[05](03)027	[05]	Authorized	AMC	Air Traffic Management Equipment	27. All PSP members should be a Suitably Qualified and Experienced Person (SQEP). All members, replacements and	N
3132[05](03)028	[05]	Authorized	AMC	Air Traffic Management Equipment	28. Each phase of the ATM Equipment SC should be owned by the appropriate organization:	N
3132[05](03)029	[05]	Authorized	AMC	Air Traffic Management Equipment	29. The ATM Equipment SC should be managed within current structures as a routine part of capability generation and	N
3132[05](03)030	[05]	Authorized	AMC	Air Traffic Management Equipment	30. When each part of the ATM Equipment SC and the associated reports are agreed by the PSP, all PSP members	N
3132[05](03)031	[05]	Authorized	AMC	Air Traffic Management Equipment	31. Each part of the ATM Equipment SC should be authorized for release by the following:	N
3132[05](03)032	[05]	Authorized	AMC	Air Traffic Management Equipment	32. Part 4. DTL and relevant DH-Facing organizations / FLC.	N
3132[05](03)033	[05]	Authorized	GM	Air Traffic Management Equipment	33. Where there is more than one relevant DH-Facing organizations, FLC or end user they may agree to empower one	N
3132[05](03)034	[05]	Authorized	GM	Air Traffic Management Equipment	34. Those required to authorize each part may send their Subject Matter Experts to PSP meetings to represent them,	N
3132[05](03)035	[05]	Authorized	GM	Air Traffic Management Equipment	35. For oversight and Assurance purposes, the MAA may be in attendance at PSP meetings.	N
3132[05](03)036	[05]	Authorized	GM	Air Traffic Management Equipment	36. The FLCs may delegate management of the ATM Equipment SC Part 4 to individual sites but not ownership.	N
3132[05](03)037	[05]	Authorized	GM	Air Traffic Management Equipment	37. Annex A summaries the ATM Equipment SC management process.	N
3132[05](04)	[05]	Authorized	Regulation	Air Traffic Management Equipment	3132(4) The ATM Equipment SC owner shall keep it current throughout the life of the equipment.	N
3132[05](04)038	[05]	Authorized	AMC	Air Traffic Management Equipment	38. When there is a change to the ATM Equipment, operating procedures, equipment use and configuration, or the	N
3132[05](04)039	[05]	Authorized	AMC	Air Traffic Management Equipment	39. If an Incident, Accident or failure occurs the ATM Equipment SC should be reviewed and updated with details to	N
3132[05](04)040	[05]	Authorized	AMC	Air Traffic Management Equipment	40. Amendments should be published and publicized to the Regulated Community in a timely fashion.	N
3132[05](04)041	[05]	Authorized	GM	Air Traffic Management Equipment	41. For the purposes of RA 3132(4) ►the description of significant change is detailed in paragraph 10 of this RA. ◄	N
3132[05](05)	[05]	Authorized	Regulation	Air Traffic Management Equipment	3132(5) ATM Equipment SCs shall be summarized by a series of ATM Equipment SCRs.	N
3132[05](05)042	[05]	Authorized	AMC	Air Traffic Management Equipment	42. ATM Equipment SCRs should summarize the arguments and evidence of the SC, and document progress against	N
3132[05](05)043	[05]	Authorized	AMC	Air Traffic Management Equipment	43. An ATM Equipment SCR should describe as a minimum the following:	N
3132[05](05)044	[05]	Authorized	AMC	Air Traffic Management Equipment	44. ATM Equipment SCRs should be generated at key stages in the project as agreed by the PSP.	N
3132[05](05)045	[05]	Authorized	GM	Air Traffic Management Equipment	45. A SCR is a key deliverable that summarizes the SC at a particular point in time. It provides Assurance that Safety is	N
3132[05](06)	[05]	Authorized	Regulation	Air Traffic Management Equipment	3132(6) The ATM Equipment SC owner shall ensure the ATM Equipment SC is independently assessed.	N
3132[05](06)046	[05]	Authorized	AMC	Air Traffic Management Equipment	46. During initial ATM Equipment SC development, or amendment due to ►significant◄ changes, the ATM Equipment	N
3132[05](06)047	[05]	Authorized	GM	Air Traffic Management Equipment	47. The primary role of an ISA is assessment and validation of the ATM Equipment SC work.	N
3132[05](06)048	[05]	Authorized	GM	Air Traffic Management Equipment	48. The ISA will have a well-defined role that is clearly understood by all parties. This role might include providing	N
3132[05](06)049	[05]	Authorized	GM	Air Traffic Management Equipment	49. The ISA will be contracted exclusively by the DT to act on its behalf and not via the Prime Contractor and / or	N
3132[05](06)050	[05]	Authorized	GM	Air Traffic Management Equipment	50. It is acceptable for the ISA to be involved in the joint working environment between the DT and Designer. Duplication	N
3132[05](07)	[05]	Authorized	Regulation	Specific Site / Operating Area	3132(7) The ATM Equipment SC Part 4s or the associated ATM Equipment SCR for all the equipment at a specific site /	N
3132[05](07)051	[05]	Authorized	AMC	Specific Site / Operating Area	51. The ATM Equipment SC Part 4 should contain the outcome of the ATM Equipment RiSP. This should include:	N
3132[05](07)052	[05]	Authorized	AMC	Specific Site / Operating Area	52. The ATM Equipment SC Part 4 (and ATM Equipment SCRs) for each site / operating area / equipment should	N
3132[05](07)053	[05]	Authorized	AMC	Specific Site / Operating Area	53. Part 4 of the ATM Equipment SC (or ATM Equipment SCRs) should make reference to operating and engineering	N
3132[05](07)054	[05]	Authorized	GM	Specific Site / Operating Area	54. The ATM Equipment SC Parts 1, 2 and 3 can be held centrally, there is no requirement for them to be held at each	N
3134[02]	[02]	Authorized	RA	3134 - RA (Issue 2) - Air Traffic	There is a requirement to ensure that new and significantly modified Air Traffic Management (ATM) Equipment is	N
3134[02](01)	[02]	Authorized	Regulation	3134(1) - Regulation - Air Traffic	The ATM Equipment Release into Service Process (RiSP) shall be followed prior to any new or significantly modified	N
3134[02](01)001	[02]	Authorized	AMC	3134(1).1 - AMC - Air Traffic	Explicit requirements and derived safety requirements clearly defining the ATM capability should be developed in order	N
3134[02](01)002	[02]	Authorized	AMC	3134(1).2 - AMC - Air Traffic	The ATM Equipment RiSP should consist of 4 stages:	N
3134[02](01)003	[02]	Authorized	AMC	3134(1).3 - AMC - Air Traffic	The process should be initiated by the relevant SRO and / or lead FLC in consultation with the DT Leader (DTL) and	N
3134[02](01)004	[02]	Authorized	AMC	3134(1).4 - AMC - Air Traffic	The strategy for the development of the ATM Equipment Safety Case (SC)[2] should be aligned with the ATM	N
3134[02](01)005	[02]	Authorized	AMC	3134(1).5 - AMC - Air Traffic	For the purposes of this regulation modifications should be classed as significant when:	N
3134[02](01)006	[02]	Authorized	AMC	3134(1).6 - AMC - Air Traffic	Notwithstanding the requirements of para 5, DTs can seek approval for modifications to be classified as minor and	N
3134[02](01)007	[02]	Authorized	GM	3134(1).7 - GM - Air Traffic	It is imperative that those responsible for setting ATM Equipment requirements understand the Air Safety implications of	N
3134[02](01)008	[02]	Authorized	GM	3134(1).8 - GM - Air Traffic	When determining the significance of a modification, consideration is to be given to any previous relevant changes that	N
3134[02](01)009	[02]	Authorized	GM	3134(1).9 - GM - Air Traffic	By previous relevant changes, it is meant those design changes whose effects accumulate, such as incremental	N
3134[02](01)010	[02]	Authorized	GM	3134(1).10 - GM - Air Traffic	Similarly, careful consideration is to be given to modification of dual role equipment[8] to ensure that the performance	N
3134[02](01)011	[02]	Authorized	GM	3134(1).11 - GM - Air Traffic	Examples of changes to the way a functional system is used could be using a surveillance radar to provide 3 NM	N
3134[02](01)012	[02]	Authorized	GM	3134(1).12 - GM - Air Traffic	Examples of changes to equipment, either hardware or software, that could affect the functional performance of the ATM	N
3134[02](01)013	[02]	Authorized	GM	3134(1).13 - GM - Air Traffic	Examples of changes that affect equipment configuration could be the changes to Moving Target Indicator marker	N
3134[02](01)014	[02]	Authorized	GM	3134(1).14 - GM - Air Traffic	This includes modification to legacy ATM equipment[9].	N

3134[02](01)015	[02]	Authorized	GM	3134(1).15 - GM - Air Traffic	The MAA ATM Certification team (DSA-MAA-MRPEnquiries@mod.gov.uk) are available to address any regulatory or	N
3134[02](02)	[02]	Authorized	Regulation	3134(2) - Regulation - Release into	The DT, in consultation with the FLC and RTSA, shall agree with the MAA the strategy on how new / significantly	N
3134[02](02)016	[02]	Authorized	AMC	3134(2).16 - AMC - Release into	The RiSS should:	N
3134[02](02)017	[02]	Authorized	GM	3134(2).17 - GM - Release into	It is important that prior to ITT the Def Stan 00-972 requirements applicable to the equipment being modified or brought	N
3134[02](03)	[02]	Authorized	Regulation	3134(3) - Regulation - Release into	The DTL or equivalent shall prepare a RiSE for the MAA and RTSA which will be audited by the MAA to provide	N
3134[02](03)018	[02]	Authorized	AMC	3134(3).18 - AMC - Release into	The RiSE should comprise the body of evidence that underpins the safe introduction of ATM Equipment into service.	N
3134[02](03)019	[02]	Authorized	AMC	3134(3).19 - AMC - Release into	The MAA should audit the RiSE and provide formal recommendation to the RTSA as to whether there is enough	N
3134[02](03)020	[02]	Authorized	GM	3134(3).20 - GM - Release into	The purpose of the MAA audit is to:	N
3134[02](05)	[02]	Authorized	Regulation	3134(5) - Regulation - Air Traffic	An ATM Equipment Site Specific Acceptance and Commissioning Board shall be held prior to new or significantly	N
3134[02](05)023	[02]	Authorized	AMC	3134(5).23 - AMC - Air Traffic	The Board should be convened[13] and chaired by the relevant RTSA.	N
3134[02](05)024	[02]	Authorized	AMC	3134(5).24 - AMC - Air Traffic	The Board should consist of Suitably Qualified and Experienced Personnel and include ATM operators / maintainers as	N
3134[02](05)025	[02]	Authorized	AMC	3134(5).25 - AMC - Air Traffic	The Board should liaise with the DTL to ensure they have all the evidence required.	N
3134[02](05)026	[02]	Authorized	AMC	3134(5).26 - AMC - Air Traffic	The Board should be provided with the RiSE audit report (RiSAR).	N
3134[02](05)027	[02]	Authorized	AMC	3134(5).27 - AMC - Air Traffic	The Board should be responsible for providing assurance that the RiSE successfully argues:	N
3134[02](05)028	[02]	Authorized	AMC	3134(5).28 - AMC - Air Traffic	The Board should assess whether all DLoDs are at an appropriate level of maturity such that their effects upon the	N
3134[02](05)029	[02]	Authorized	AMC	3134(5).29 - AMC - Air Traffic	The Board should establish whether the equipment can be Fully Released (Full Release), Released with Limited	N
3134[02](05)030	[02]	Authorized	AMC	3134(5).30 - AMC - Air Traffic	The Board's decisions, including identifying and specifying the approved configurations for the equipment, and the	N
3134[02](05)031	[02]	Authorized	AMC	3134(5).31 - AMC - Air Traffic	The final decision on whether to release equipment for installation / commissioning should be made by the Delegated	N
3134[02](05)032	[02]	Authorized	AMC	3134(5).32 - AMC - Air Traffic	The MAA should be invited to the Board.	N
3134[02](05)033	[02]	Authorized	GM	3134(5).33 - GM - Air Traffic	In addition to RTSA personnel the Board may include personnel from FLCs (DH and DH-Facing organizations) and	N
3134[02](05)034	[02]	Authorized	GM	3134(5).34 - GM - Air Traffic	A Full Release may specify limitations on the equipment due to technical or environmental (location) constraints.	N
3134[02](05)035	[02]	Authorized	GM	3134(5).35 - GM - Air Traffic	A RLE or OER can be made with or without full MAA assurance as deemed necessary by the EAB.	N
3134[02](06)	[02]	Authorized	Regulation	3134(6) - Regulation - Site Specific	An ATM Equipment SSACB shall be held to confirm that any new or significantly modified ATM equipment is ready to be	N
3134[02](06)036	[02]	Authorized	AMC	3134(6).36 - AMC - Site Specific	The Board should be convened and chaired by either the Head of Establishment (HoE)[15], ADH[16], Delivery DH	N
3134[02](06)037	[02]	Authorized	AMC	3134(6).37 - AMC - Site Specific	The Board should have appropriate representation from the FLC, ADH / Accountable Managers (Military Flying)	N
3134[02](06)038	[02]	Authorized	AMC	3134(6).38 - AMC - Site Specific	The Board should:	N
3134[02](06)039	[02]	Authorized	AMC	3134(6).39 - AMC - Site Specific	The Board should agree any platform / site / operating area constraints that need to be added to their ATM Equipment	N
3134[02](06)040	[02]	Authorized	AMC	3134(6).40 - AMC - Site Specific	The Board's discussions and decisions should be recorded and kept with the platform / site / operating area ATM	N
3134[02](06)041	[02]	Authorized	AMC	3134(6).41 - AMC - Site Specific	The final decision on whether to accept equipment into service should be made by the SSACB chairperson.	N
3134[02](06)042	[02]	Authorized	AMC	3134(6).42 - AMC - Site Specific	The MAA should be invited to the SSACB.	N
3134[02](06)043	[02]	Authorized	GM	3134(6).43 - GM - Site Specific	The purpose of including the HoE, ADH, DDH, ODH's or their delegated representative as SSACB chairperson is to	N
3134[02](06)044	[02]	Authorized	GM	3134(6).44 - GM - Site Specific	For ATM Equipment being installed on ships or Air Systems, an SSACB may be held for each Air System type or ship	N
3134[02](07)	[02]	Authorized	Regulation	3134(7) - Regulation - Release into	All Air Safety documents shall be maintained throughout the ATM Equipment's Service life and retained for a minimum	N
3134[02](07)045	[02]	Authorized	AMC	3134(7).45 - AMC - Release into	The output from the RISP should be:	N
3134[02](07)046	[02]	Authorized	AMC	3134(7).46 - AMC - Release into	Correct and meticulous registry procedures should be applied to ensure that the audit trail[18] is maintained correctly.	N
3134[02](07)047	[02]	Authorized	GM	3134(7).47 - GM - Release into	Scanned copies of documents are acceptable as evidence.	N
3136[04]	[04]	Authorized	RA	3136 - RA (Issue 4) - Air Traffic	To prevent a degradation in coverage and reliability, Heads of Establishment (HoE) or Duty Holder-Facing (DH-Facing)	N
3140[02]	[02]	Authorized	RA	Air Traffic Management Equipment	Safety of Air Traffic Management (ATM) Equipment ►will ◀ be considered on an end to end basis. It ►will take◀ into	N
3140[02](01)	[02]	Authorized	Regulation	Interfaces	3140(1) The ►◀ Delivery Team Leader (DTL) shall ensure all interfaces[1] and dependencies that could affect ATM	N
3140[02](01)001	[02]	Authorized	AMC	Interfaces	1. Formal agreements (eg Joint Business Agreements, Internal Business Arrangements and Service Level Agreements)	N
3140[02](01)002	[02]	Authorized	AMC	Interfaces	2. The ►◀ DTL should raise, as appropriate, formal agreements with:	N
3140[02](01)003	[02]	Authorized	AMC	Interfaces	3. Where the ►◀ DTL issues a formal agreement, the ►◀ DTL should coordinate the agreement creation (eg	N
3140[02](01)004	[02]	Authorized	AMC	Interfaces	4. Agreements should be periodically reviewed. The periodicity should be laid down in the agreement.	N
3140[02](01)005	[02]	Authorized	GM	Interfaces	5. Nil.	N
3140[02](02)	[02]	Authorized	Regulation	Justification of Air Traffic	3140(2) The ►◀ DTL shall ensure that ATM Equipment SCs provide evidence that the assumptions made regarding	N
3140[02](02)006	[02]	Authorized	AMC	Justification of Air Traffic	6. All assumptions in ATM Equipment SCs regarding interfaces and the provision of ►infrastructure and / or◀ services	N
3140[02](02)007	[02]	Authorized	GM	Justification of Air Traffic	7. Nil.	N
3140[02](03)	[02]	Authorized	Regulation	Front Line Command Formal	3140(3) Front Line Commands (FLCs) shall ensure that any ►infrastructure and / or◀ service that they provide or	N
3140[02](03)008	[02]	Authorized	AMC	Front Line Command Formal	8. The formalized agreement should include:	N

3140[02](03)009	[02]	Authorized	GM	Front Line Command Formal	9. An example of a formalized agreement suitable for this purpose is a Service Level Agreement.	N
3140[02](03)010	[02]	Authorized	GM	Front Line Command Formal	10. Examples of where a formalized agreement may be required are:	N
3201[09]	[09]	Authorized	RA	3201 - RA (Issue 9) - Military Air	Military Air Traffic Management (ATM) is provided to both military and civil registered Air Systems in airspace that is	N
3201[09](01)	[09]	Authorized	Regulation	3201(1) - Regulation - Military Air	Heads of Establishment (HoE) and Aviation Duty Holder (ADH)-Facing organizations shall ensure ATM provision is in	N
3201[09](01)001	[09]	Authorized	AMC	3201(1).1 - AMC - Military Air Traffic	Air Traffic Services (ATS). Where ATS is provided by the MOD, HoE and ADH-Facing organizations should ensure that	N
3201[09](01)002	[09]	Authorized	AMC	3201(1).2 - AMC - Military Air Traffic	Aerodrome Management. HoE at Government Aerodromes[2] should ensure that Aerodrome Management is carried out	N
3201[09](01)003	[09]	Authorized	AMC	3201(1).3 - AMC - Military Air Traffic	Airspace Management. ATM personnel should operate iaw the requirements in CAP 740 UK Airspace Management	N
3201[09](01)004	[09]	Authorized	AMC	3201(1).4 - AMC - Military Air Traffic	Qualifications. ATM should be carried out by a Suitably Qualified and Experienced Person (SQEP):	N
3201[09](01)005	[09]	Authorized	AMC	3201(1).5 - AMC - Military Air Traffic	Civil Contracted ATM. Contracts for the provision of ATM personnel[8] or services to provide ATM functions at	N
3201[09](01)006	[09]	Authorized	AMC	3201(1).6 - AMC - Military Air Traffic	Aeronautical Information (AI). AI is information resulting from the assembly, analysis and formatting of aeronautical data.	N
3201[09](01)007	[09]	Authorized	AMC	3201(1).7 - AMC - Military Air Traffic	UK Military Aeronautical Information Publications (UK Mil AIP). ATM personnel should operate iaw the information	N
3201[09](01)008	[09]	Authorized	AMC	3201(1).8 - AMC - Military Air Traffic	UK Civil AIP. Historically, information contained in CAP 032 UK Integrated AIP (UK IAIP[12]) was also duplicated in	N
3201[09](01)009	[09]	Authorized	GM	3201(1).9 - GM - Military Air Traffic	Royal Navy (RN) Books of Reference (BRds). BRd 768 RN ATM & Assurance details the specific instructions,	N
3201[09](01)010	[09]	Authorized	GM	3201(1).10 - GM - Military Air Traffic	RAF BM Orders. RAF BM Orders will apply to all units where RAF controllers provide ATS and where RAF Air	N
3201[09](01)011	[09]	Authorized	GM	3201(1).11 - GM - Military Air Traffic	Operational Orders. Bespoke Military ATM Operational Orders may be issued for specific situations that are	N
3201[09](01)012	[09]	Authorized	GM	3201(1).12 - GM - Military Air Traffic	NATO STANAGS. Where ATM-specific NATO STANAGs are utilised, the requirements of the activity will be detailed in	N
3201[09](01)013	[09]	Authorized	GM	3201(1).13 - GM - Military Air Traffic	Airspace Management. The CAA is the regulatory body responsible for the designation, classification and promulgation	N
3201[09](01)014	[09]	Authorized	GM	3201(1).14 - GM - Military Air Traffic	Civil Contracted ATM. Where a variance requires a civil licensed Air Traffic Control Officer to control outside the	N
3201[09](01)015	[09]	Authorized	GM	3201(1).15 - GM - Military Air Traffic	MOD AI Policy. The MOD sets policy for AI in JSP 465 Defence Geospatial Information Policy.	N
3201[09](01)016	[09]	Authorized	GM	3201(1).16 - GM - Military Air Traffic	UK Mil AIP. The UK Mil AIP contains military-specific aeronautical planning information that is maintained and published	N
3201[09](01)017	[09]	Authorized	GM	3201(1).17 - GM - Military Air Traffic	UK IAIP. The military-specific AI contained within the UK IAIP will be compliant with the Standards and Recognised	N
3201[09](01)018	[09]	Authorized	GM	3201(1).18 - GM - Military Air Traffic	Health, Safety and Environment Protection (HS&EP). The MAA is the single independent regulatory body for all Defence	N
3201[09](01)019	[09]	Authorized	GM	3201(1).19 - GM - Military Air Traffic	Civil Aviation Equivalence. Although defence aviation activity is not beholden to the full requirements of civil aviation	N
3201[09](01)020	[09]	Authorized	GM	3201(1).20 - GM - Military Air Traffic	UK National Regulation. When the UK was a member of the European Union some aviation law was made by the	N
3202[05]	[05]	Authorized	RA	3202 - RA (Issue 5) - Air Traffic	To ensure the safe provision of Air Traffic Services (ATS) or an Air Ground Communication Service (Military)	N
3203[05]	[05]	Authorized	RA Rationale	Military and MOD Contracted	Controllers[1], [2] provide Air Traffic Services (ATS) to support the safe operation of Aircraft. A Controller who is not	N
3203[05](01)	[05]	Authorized	Regulation	Controller Medical Certificate	3203(1) Controllers shall hold an appropriate medical certificate.	N
3203[05](01)001	[05]	Authorized	AMC	Controller Medical Certificate	1. For Ship / Air System combinations conducting embarked aviation activity in HM / MOD Ships, Ship DH and ADH /	N
3203[05](01)002	[05]	Authorized	AMC	Controller Medical Certificate	2. Aviation Duty Holders (ADH) and Heads of Establishment (HoE) should ensure that all Controllers within their Area of	N
3203[05](01)003	[05]	Authorized	AMC	Controller Medical Certificate	3. Military Controllers should be certified medically fit in the first instance through an initial medical examination by the	N
3203[05](01)004	[05]	Authorized	AMC	Controller Medical Certificate	4. Thereafter, Military Controllers in a controlling appointment should be certified medically fit by a MAME, periodically[6]	N
3203[05](01)005	[05]	Authorized	AMC	Controller Medical Certificate	5. For Military Controllers in non-controlling appointments the PME can be deferred. In these circumstances, Controllers	N
3203[05](01)006	[05]	Authorized	AMC	Controller Medical Certificate	6. MOD Contracted Civilian Controllers should hold a valid UK Civil Aviation Authority (CAA) / European Aviation Safety	N
3203[05](01)007	[05]	Authorized	AMC	Controller Medical Certificate	7. NATS Controllers should hold a UK CAA / EASA Class 3 Air Traffic Control Officer (ATCO) medical certificate	N
3203[05](01)008	[05]	Authorized	AMC	Controller Medical Certificate	8. For all MOD Contracted Civilian Controllers, initial certification of fitness for military controlling duties is made by R&S	N
3203[05](01)009	[05]	Authorized	AMC	Controller Medical Certificate	9. For renewal certification, the MOD Contracted Civilian Controller should:	N
3203[05](01)010	[05]	Authorized	AMC	Controller Medical Certificate	10. Controllers should have an electrocardiogram (ECG) as detailed in AP 1269A[6].	N
3203[05](01)011	[05]	Authorized	AMC	Controller Medical Certificate	11. The certification of medical fitness should be entered in the Controller Certificate of Competency (CofC) or	N
3203[05](01)012	[05]	Authorized	AMC	Controller Medical Certificate	12. Military Controllers should comply with all medical restrictions (permanent or temporary) as noted in their CofC, or	N
3203[05](01)013	[05]	Authorized	AMC	Controller Medical Certificate	13. MOD Contracted Civilian Controllers should comply with all medical restrictions (permanent or temporary) as noted	N
3203[05](01)014	[05]	Authorized	AMC	Controller Medical Certificate	14. Controllers required to provide a MAR should ensure it is:	N
3203[05](01)015	[05]	Authorized	AMC	Controller Medical Certificate	15. Controllers should ensure that their medical certificate remains valid.	N
3203[05](01)016	[05]	Authorized	GM	Controller Medical Certificate	16. The elements of a JMES are described in AP 1269A[11].	N
3203[05](01)017	[05]	Authorized	GM	Controller Medical Certificate	17. PMEs are valid until the last day of the month in which the next PME is due, except Royal Navy Controllers who are	N
3203[05](01)018	[05]	Authorized	GM	Controller Medical Certificate	18. A MAME is a Medical Officer (MO), a Civilian Medical Practitioner (CMP) or a locum doctor, qualified to assess and	N
3203[05](01)019	[05]	Authorized	GM	Controller Medical Certificate	19. A MAR and SoH are designed to provide information to a MAME to enable a full assessment of a Controllers fitness	N
3203[05](01)020	[05]	Authorized	GM	Controller Medical Certificate	20. Definitive medical guidelines and instructions for assessment of medical fitness standards are published in AP	N
3203[05](01)021	[05]	Authorized	GM	Controller Medical Certificate	21. For MOD Contracted Civilian Controllers, the JMES will normally correspond to the class of civilian medical	N
3203[05](02)	[05]	Authorized	Regulation	Controller Fitness-to-Control	3203(2) Controllers shall be fit-to-control. Controllers uncertain of their fitness-to-control shall report to a MAME[10]	N

3203[05](02)022	[05]	Authorized	AMC	Controller Fitness-to-Control	22. A Supervisor / ATCO in charge who has reason to doubt the medical fitness of any Controller presenting themselves	N
3203[05](02)023	[05]	Authorized	AMC	Controller Fitness-to-Control	23. All Controllers should:	N
3203[05](02)024	[05]	Authorized	AMC	Controller Fitness-to-Control	24. If a Controller is declared unfit-to-control (JMES Code 2100 – Unfit controlling duties) by a MO / CMP, the MO / CMP	N
3203[05](02)025	[05]	Authorized	AMC	Controller Fitness-to-Control	25. MOs / CMPs should ensure that the command chain is informed of any change in medical fitness affecting the	N
3203[05](02)026	[05]	Authorized	AMC	Controller Fitness-to-Control	26. When declared unfit, Controllers should ascertain whether they require a review by a MAME[10] before returning to	N
3203[05](02)027	[05]	Authorized	AMC	Controller Fitness-to-Control	27. MOD Contracted Civilian Controllers should follow the medical specification in CAP 1251[7] , UK (EU) 2015/340[14]	N
3203[05](02)028	[05]	Authorized	GM	Controller Fitness-to-Control	28. Controllers may declare that they do not feel fit-to-control, without seeking prior medical advice.	N
3203[05](02)029	[05]	Authorized	GM	Controller Fitness-to-Control	29. Where this RA states that Controllers consult a MAME[10] , contact by telephone may be appropriate, eg to discuss	N
3203[05](03)	[05]	Authorized	Regulation	Controller Operations – Upper Age	3203(3) Controllers over the age of 60 shall have a stress ECG on alternate years and annually for those aged 65 and	N
3203[05](03)030	[05]	Authorized	AMC	Controller Operations – Upper Age	30. Controllers unable to achieve a satisfactory stress ECG result or pending further investigation should not control	N
3203[05](03)031	[05]	Authorized	GM	Controller Operations – Upper Age	31. Nil.	N
3203[05](04)	[05]	Authorized	Regulation	Temporary Medical Restrictions to	3203(4) Controllers shall comply with any restrictions placed upon them following exposure to conditions affecting their	N
3203[05](04)032	[05]	Authorized	AMC	Temporary Medical Restrictions to	32. Controllers should not:	N
3203[05](04)033	[05]	Authorized	AMC	Temporary Medical Restrictions to	33. Temporary medical restrictions to controlling duties should be placed on Controllers who have been exposed to	N
3203[05](04)034	[05]	Authorized	AMC	Temporary Medical Restrictions to	34. Military Controllers who are fit to control only when another qualified Military Controller is on duty and in close	N
3203[05](04)035	[05]	Authorized	AMC	Temporary Medical Restrictions to	35. MOs / CMPs should ensure that the command chain is informed when any of their Controllers are awarded the	N
3203[05](04)036	[05]	Authorized	AMC	Temporary Medical Restrictions to	36. Controllers should seek approval from a MAME10 (or medical practitioner in consultation with a MAME10) prior to	N
3203[05](04)037	[05]	Authorized	AMC	Temporary Medical Restrictions to	37. Anaesthetics. Controllers should not undertake controlling duties for:	N
3203[05](04)038	[05]	Authorized	AMC	Temporary Medical Restrictions to	38. Eye Examination. Examination by an eye specialist may include the application of mydriatic agents, usually eye	N
3203[05](04)039	[05]	Authorized	AMC	Temporary Medical Restrictions to	39. Bone Marrow Donation / Stem Cell Harvesting. Controllers should not control for a minimum of 7 days after the	N
3203[05](04)040	[05]	Authorized	AMC	Temporary Medical Restrictions to	40. Boxing. Controllers who have participated in a boxing bout (including sparring, but excluding non-contact training)	N
3203[05](04)041	[05]	Authorized	AMC	Temporary Medical Restrictions to	41. MOD Contracted Civilian Controllers should follow CAP 1251[7] and UK (EU) 2015/340[14] when required to declare	N
3203[05](04)042	[05]	Authorized	AMC	Temporary Medical Restrictions to	42. Comparative military policy can be found at AP 1269A Section 5[18], and JSP 950[19].	N
3203[05](04)043	[05]	Authorized	GM	Temporary Medical Restrictions to	43. The effect on an individual's fitness to control may not be immediately apparent if medicines, drugs, tablets, dietary	N
3203[05](04)044	[05]	Authorized	GM	Temporary Medical Restrictions to	44. Hypnotherapy / Hypnosis. Some of the stress relaxation techniques used in hypnotherapy / hypnosis may have a	N
3203[05](04)045	[05]	Authorized	GM	Temporary Medical Restrictions to	45. Complementary and Alternative Medicine. Some techniques used by complementary or alternative medical	N
3203[05](04)046	[05]	Authorized	GM	Temporary Medical Restrictions to	46. A wide variety of sporting activities could lead to a risk of concussion. Where there is any risk that a head injury may	N
3203[05](04)047	[05]	Authorized	GM	Temporary Medical Restrictions to	47. Further details of when holders of Class 3 medical certificates are required to seek aero-medical advice are	N
3203[05](05)	[05]	Authorized	Regulation	Blood Donation and Controlling	3203(5) Restrictions shall be placed upon Controllers after donating blood.	N
3203[05](05)048	[05]	Authorized	AMC	Blood Donation and Controlling	48. Controllers should not control until 12 hours have elapsed after donating blood.	N
3203[05](05)049	[05]	Authorized	GM	Blood Donation and Controlling	49. Nil.	N
3204[04]	[04]	Authorized	RA	Air Traffic Management Records	Documents pertaining to the provision of Air Traffic Management (ATM) are required to provide accurate records of	N
3204[04](01)	[04]	Authorized	Regulation	Air Traffic Management Records	3204(1) Heads of Establishment (HoE) and Aviation Duty Holder (ADH)-Facing Organizations shall ensure accurate	N
3204[04](01)001	[04]	Authorized	AMC	Air Traffic Management Records	1. ATM staff should maintain a watch log, a movements log and other logs as detailed by Front Line Commands (FLC).	N
3204[04](01)002	[04]	Authorized	AMC	Air Traffic Management Records	2. ► Aircraft ◀ Movement Log. RAF Form 68[1] should be used for recording ► Aircraft ◀ movements.	N
3204[04](01)003	[04]	Authorized	AMC	Air Traffic Management Records	3. Other Log Books / Records. Other log books / records should be maintained in accordance with (iaw) FLC	N
3204[04](01)004	[04]	Authorized	AMC	Air Traffic Management Records	4. Where written records are maintained, they should be retained as follows:	N
3204[04](01)005	[04]	Authorized	AMC	Air Traffic Management Records	5. Where electronic records are maintained, they should be retained in line with written records as detailed in para 4.	N
3204[04](01)006	[04]	Authorized	AMC	Air Traffic Management Records	6. Lower Airspace Radar Services (LARS) Records. LARS ATS Units should collate monthly records as follows:	N
3204[04](01)007	[04]	Authorized	GM	Air Traffic Management Records	7. ATC Watch Log (RAF Form 6658[5]). A single ATC Watch Log will be maintained in order to provide a formal record	N
3205[03]	[03]	Authorized	RA	3205 - RA (Issue 3) - Radar	The MOD is required to provide services that support the Joint and Integrated approach to Air Traffic Management in the	N
3205[03](01)	[03]	Authorized	Regulation	3205(1) - Regulation - Radar	The MOD shall provide a RAC.	N
3205[03](01)001	[03]	Authorized	AMC	3205(1).1 - AMC - Radar Analysis	The RAC should:	N
3205[03](01)002	[03]	Authorized	GM	3205(1).2 - GM - Radar Analysis	Nil.	N
3206[02]	[02]	Authorized	RA	3206 - RA (Issue 2) - Air Traffic	Modern maintenance philosophy for electronic equipment calls for the minimum of preventive maintenance. Functional	N
3206[02](01)	[02]	Authorized	Regulation	3206(1) - Regulation - Air Traffic	Units shall ensure specified checks are undertaken on ATM Equipment.	N
3206[02](01)001	[02]	Authorized	AMC	3206(1).1 - AMC - Air Traffic	Only a Suitably Qualified and Experience person should undertake ATM Equipment checks.	N
3206[02](01)002	[02]	Authorized	AMC	3206(1).2 - AMC - Air Traffic	ATM equipment checks should be undertaken at the required periodicity as laid down in the publication applicable to	N
3206[02](01)003	[02]	Authorized	AMC	3206(1).3 - AMC - Air Traffic	Any unserviceability should be recorded in the appropriate ATM Record and reported as soon as practicable to the	N

3206[02](01)004	[02]	Authorized	AMC	3206(1).4 - AMC - Air Traffic	Information on unserviceable ATM equipment should be promulgated in accordance with RA1026[1], Aerodrome	N
3206[02](01)005	[02]	Authorized	GM	3206(1).5 - GM - Air Traffic	Nil.	N
3207[02]	[02]	Authorized	RA	Controller Fatigue Management	Fatigue is an experience of physical or mental weariness that results in reduced alertness and can be a significant factor	N
3207[02](01)	[02]	Authorized	Regulation	Controller Fatigue Management	3207(1) Heads of Establishments (HoEs) and Aviation Duty Holder (ADH)-Facing Organizations[2] shall manage	N
3207[02](01)001	[02]	Authorized	AMC	Controller Fatigue Management	1. Controller FM System. HoEs and ADH-Facing Organizations should implement a Controller FM System to provide	N
3207[02](01)002	[02]	Authorized	AMC	Controller Fatigue Management	2. The Controller FM System should consider, but is not limited to, the following factors:	N
3207[02](01)003	[02]	Authorized	AMC	Controller Fatigue Management	3. Risk Management (RM). The RM processes outlined in RA 1200[3], RA 1210[4] and the Manual of Air Safety[5]	N
3207[02](01)004	[02]	Authorized	AMC	Controller Fatigue Management	4. Controller FM Interfaces. Controller FM processes should interface with other related Air Safety Management	N
3207[02](01)005	[02]	Authorized	GM	Controller Fatigue Management	5. Personal Responsibilities. Controllers have an individual responsibility in the avoidance of fatigue, as part of a FM	N
3207[02](01)006	[02]	Authorized	GM	Controller Fatigue Management	6. Controller FM Training. FM training may be beneficial to equip personnel at all levels with the skills to identify the	N
3207[02](01)007	[02]	Authorized	GM	Controller Fatigue Management	7. Fatigue Risk Management System (FRMS). A FRMS is a recognized civilian methodology, based on scientific	N
3207[02](01)008	[02]	Authorized	GM	Controller Fatigue Management	8. HoEs and ADH-Facing Organizations may wish to refer to the existing body of civil aviation Fatigue Risk Management	N
3208[01]	[01]	Authorized	RA Rationale	Use of Unassured Aircraft	Various electronic means are available to access unassured Aircraft surveillance data[1] including position and flight	N
3208[01](01)	[01]	Authorized	Regulation	Use of Unassured Aircraft	3208(1) Aviation Duty Holder (ADH)-Facing Organizations and Heads of Establishment shall ensure that Controllers	N
3208[01](01)001	[01]	Authorized	AMC	Use of Unassured Aircraft	1. Unassured Aircraft surveillance data should only be used to provide Aircrew with generic information in order to	N
3208[01](01)002	[01]	Authorized	AMC	Use of Unassured Aircraft	2. Where the use of unassured Aircraft surveillance data is permitted, it should be used independently of assured	N
3208[01](01)003	[01]	Authorized	AMC	Use of Unassured Aircraft	3. The use / intended use and the parameters of when unassured Aircraft surveillance data can be used to provide	N
3208[01](01)004	[01]	Authorized	AMC	Use of Unassured Aircraft	4. Where the use of unassured Aircraft surveillance data is permitted, relevant ADHs / Accountable Managers (Military	N
3208[01](01)005	[01]	Authorized	AMC	Use of Unassured Aircraft	5. When unassured Aircraft surveillance data is being used to provide situational awareness to Aircrew, the associated	N
3208[01](01)006	[01]	Authorized	AMC	Use of Unassured Aircraft	6. To ensure that it is clear to Aircrew when unassured Aircraft surveillance data is being utilized, the following	N
3208[01](01)007	[01]	Authorized	GM	Use of Unassured Aircraft	7. The live Aircraft surveillance data that is displayed in programmes and applications is supplied from various	N
3208[01](01)008	[01]	Authorized	AMC	User Training	8. FLC / MOD contract authorities[2] should issue orders / instructions detailing the training requirement for the use of	N
3208[01](01)009	[01]	Authorized	GM	User Training	9. Nil.	N
3208[01](02)	[01]	Authorized	Regulation	User Training	3208(2) Where the use of unassured Aircraft surveillance data is permitted, Controllers shall be appropriately trained in	N
3221[03]	[03]	Authorized	RA	Enhanced Air Traffic Services Units	Military ► Aircraft ◀ require access to controlled airspace in the UK Flight Information Region (FIR) / Upper Information	N
3221[03](01)	[03]	Authorized	Regulation	Enhanced Air Traffic Services Units	3221(1) Only units approved by the CAA shall provide ATS within active TRAs in Class C airspace, or within an	N
3221[03](01)001	[03]	Authorized	AMC	Enhanced Air Traffic Services Units	1. A unit should be designated as an Enhanced Air Traffic Services Units (ATSU), by approval from the CAA[2], in order	N
3221[03](01)002	[03]	Authorized	AMC	Enhanced Air Traffic Services Units	2. TRA. Enhanced ATSUs should only provide UK Flight Information Services (FIS) within an active TRA which is	N
3221[03](01)003	[03]	Authorized	AMC	Enhanced Air Traffic Services Units	3. CTR / CTA. The following options for implementation should be considered:	N
3221[03](01)004	[03]	Authorized	AMC	Enhanced Air Traffic Services Units	4. Criteria for Enhanced ATSUs. Aviation Duty Holders (ADHs) and Heads of Establishment (HoEs) applying for	N
3221[03](01)005	[03]	Authorized	AMC	Enhanced Air Traffic Services Units	5. CTR / CTA. In addition, for control within a CTR / CTA, a Letter of Agreement (LOA) should be agreed between the	N
3221[03](01)006	[03]	Authorized	GM	Enhanced Air Traffic Services Units	6. Enhanced ATSU status has been granted to a limited number of units[9], the list may be obtained from DAATM.	N
3221[03](01)007	[03]	Authorized	GM	Enhanced Air Traffic Services Units	7. TRAs. Details of TRAs (including activation times) can be found in the UK Aeronautical Information Publication (AIP),	N
3221[03](01)008	[03]	Authorized	GM	Enhanced Air Traffic Services Units	8. Non-UK Military Air Surveillance and Control System (ASACS) Units. ASACS units which are not UK military are	N
3221[03](01)009	[03]	Authorized	GM	Enhanced Air Traffic Services Units	9. CTR / CTA. Within a CTR / CTA, control services must be provided iaw the airspace classification and the pilot's	N
3221[03](01)010	[03]	Authorized	GM	Enhanced Air Traffic Services Units	10. The requirements to hold Enhanced ATSU status to provide ATS in a CTR / CTA when ► they are ◀ not the notified	N
3221[03](01)011	[03]	Authorized	GM	Enhanced Air Traffic Services Units	11. Approval Procedure. ADHs or HoEs seeking Enhanced ATSU status will undertake Hazard identification, Risk	N
3221[03](01)012	[03]	Authorized	GM	Enhanced Air Traffic Services Units	12. Equipment standards. Surveillance requirements in Def Stan 00-972► [14] ◀ are predominately based upon airfield	N
3221[03](01)013	[03]	Authorized	GM	Enhanced Air Traffic Services Units	13. Applications for Enhanced ATSU status will be made through the appropriate chain of command to DAATM.	N
3221[03](01)014	[03]	Authorized	GM	Enhanced Air Traffic Services Units	14. CTR / CTA. The assessment for ATS provision in a CTR / CTA ► will ◀ also include the additional considerations:	N
3222[03]	[03]	Authorized	RA	Autonomous Radar Units	Military ► Aircraft ◀ require access to controlled airspace in the UK Flight Information Region (FIR) / Upper Information	N
3222[03](01)	[03]	Authorized	Regulation	Autonomous Radar Units	3222(1) Only units approved by the CAA shall provide ATS inside enroute CAS within the UK FIR / UIR.	N
3222[03](01)001	[03]	Authorized	AMC	Autonomous Radar Units	1. Where a requirement exists for the provision of ATS within en-route CAS, the unit should be designated as an	N
3222[03](01)002	[03]	Authorized	AMC	Autonomous Radar Units	2. Criteria for ARU. Aviation Duty Holders (ADHs), Heads of Establishment (HoEs) and Duty Holder (DH)-Facing	N
3222[03](01)003	[03]	Authorized	AMC	Autonomous Radar Units	3. In addition a Letter of Agreement (LOA) should be agreed between the applicant, relevant ACC, other ATS units with	N
3222[03](01)004	[03]	Authorized	GM	Autonomous Radar Units	4. CAA Approval Procedure. ADHs, HoEs and DH-Facing Organizations seeking ARU status will undertake Hazard	N
3222[03](01)005	[03]	Authorized	GM	Autonomous Radar Units	5. Equipment standards. Surveillance requirements in Def Stan 00-972 are predominately based upon airfield	N
3222[03](01)006	[03]	Authorized	GM	Autonomous Radar Units	6. Military applications for ARU status will be made through the appropriate chain of command to DAATM. DAATM, in	N
3222[03](01)007	[03]	Authorized	GM	Autonomous Radar Units	7. UK Air Surveillance and Control Service (ASACS) Units.	N

3222[03](01)008	[03]	Authorized	GM	Autonomous Radar Units	8. Non-UK Military ASACS Units.	N
3223[03]	[03]	Authorized	RA	3223 - RA (Issue 3) - Provision of	Different classifications of airspace require the provision of specific Air Traffic Service (ATS).	N
3223[03](01)	[03]	Authorized	Regulation	3223(1) - Regulation - Provision of	Controllers shall apply the appropriate ATS in accordance with (iaw) the airspace classification in which the Air System	N
3223[03](01)001	[03]	Authorized	AMC	3223(1).1 - AMC - Provision of Air	Prior to an Air System entering CAS, the controller should ascertain which flight rules the pilot will be operating under;	N
3223[03](01)002	[03]	Authorized	AMC	3223(1).2 - AMC - Provision of Air	Radar Control Service. Radar Control Service should be provided to:	N
3223[03](01)003	[03]	Authorized	AMC	3223(1).3 - AMC - Provision of Air	Radar Control Service should only be provided where surveillance[3] coverage is available 10nm each side of the Air	N
3223[03](01)004	[03]	Authorized	AMC	3223(1).4 - AMC - Provision of Air	Inside CAS controllers should only provide UK Flight Information Services (UK FIS) where authorized to do so, in	N
3223[03](01)005	[03]	Authorized	AMC	3223(1).5 - AMC - Provision of Air	VFR Flights in Class E Airspace.	N
3223[03](01)006	[03]	Authorized	AMC	3223(1).6 - AMC - Provision of Air	Procedural Service. Procedural Service should only be provided by controllers who are specifically trained and	N
3223[03](01)007	[03]	Authorized	GM	3223(1).7 - GM - Provision of Air	Radar Control Service is an ATS under which pilots follow mandatory instructions to enable the prescribed separation	N
3223[03](01)008	[03]	Authorized	GM	3223(1).8 - GM - Provision of Air	When an Air System completes a crossing of CAS, and in the absence of a request to the contrary, controllers will	N
3223[03](01)009	[03]	Authorized	GM	3223(1).9 - GM - Provision of Air	VFR Traffic in Class D Airspace. Instructions issued to VFR flights in Class D airspace are mandatory. These may	N
3223[03](01)010	[03]	Authorized	GM	3223(1).10 - GM - Provision of Air	Routeing instructions may be issued which will reduce or eliminate points of conflict with other flights, such as final	N
3223[03](01)011	[03]	Authorized	GM	3223(1).11 - GM - Provision of Air	When issuing instructions to VFR flights, controllers are to be aware of the overriding requirements for pilots to remain in	N
3223[03](01)012	[03]	Authorized	GM	3223(1).12 - GM - Provision of Air	Controllers are to exercise caution when vectoring VFR flights, a geographical routeing instruction is preferable. Prior to	N
3223[03](01)013	[03]	Authorized	GM	3223(1).13 - GM - Provision of Air	En-Route Operations. ICAO defines these as operations conducted on published air routes, direct point-to-point	N
3223[03](01)014	[03]	Authorized	GM	3223(1).14 - GM - Provision of Air	On-Route (ATS). This term is used routinely by ATC for coordination purposes within the UK. Civil / military Air System	N
3223[03](01)015	[03]	Authorized	GM	3223(1).15 - GM - Provision of Air	Off-Route (ATS). This term is used routinely by ATC for coordination purposes within the UK; Air System's are	N
3223[03](01)016	[03]	Authorized	GM	3223(1).16 - GM - Provision of Air	Arrangements between civil and military units to declare 'off-route' status will be specified in Unit Orders.	N
3224[02]	[02]	Authorized	RA	3224 - RA (Issue 2) - UK Flight	Controllers are required to provide a range of Air Traffic Services (ATS) in order to provide and maintain a safe and	N
3224[02](01)	[02]	Authorized	Regulation	3224(1) - Regulation - UK Flight	Within the UK Flight Information Region (FIR), controllers shall apply UK FIS in accordance with the airspace	N
3224[02](01)001	[02]	Authorized	AMC	3224(1).1 - AMC - UK Flight	UK FIS should be provided in accordance with CAP 774 UK Flight Information Services.	N
3224[02](01)002	[02]	Authorized	AMC	3224(1).2 - AMC - UK Flight	NATO Control Rules. Where provision of UK FIS in accordance with CAP 774 UK Flight Information Services, is not	N
3224[02](01)003	[02]	Authorized	AMC	3224(1).3 - AMC - UK Flight	Procedural Service [1]. Procedural Service should only be provided by controllers who are specifically trained and	N
3224[02](01)004	[02]	Authorized	GM	3224(1).4 - GM - UK Flight	UK FIS may be utilised outside of the UK FIR where specified in Local/Unit Orders.	N
3225[02]	[02]	Authorized	RA	3225 - RA (Issue 2) - Mandatory Air	In order to ensure safe and efficient movement of ► Aircraft◄, in specified circumstances it is vital that pilots comply	N
3225[02](01)	[02]	Authorized	Regulation	3225(1) - Regulation - Mandatory	Controllers' instructions to pilots shall be mandatory in specified circumstances.	N
3225[02](01)001	[02]	Authorized	AMC	3225(1).1 - AMC - Mandatory Air	1. Mandatory Instructions. Controllers and pilots should consider ATC instructions to be mandatory in the following	N
3225[02](01)002	[02]	Authorized	GM	3225(1).2 - GM - Mandatory Air	2. Mandatory Instructions. In accordance with RA 2115►2◄, ►◄ the ► Aircraft◄ Commander remains entirely	N
3225[02](01)003	[02]	Authorized	GM	3225(1).3 - GM - Mandatory Air	3. Other than in the circumstances described at para 1, controllers will not normally issue mandatory instructions;	N
3225[02](01)004	[02]	Authorized	GM	3225(1).4 - GM - Mandatory Air	4. Advisory Instructions. Advisory ATC instructions may be issued by controllers to pilots whenever mandatory	N
3226[03]	[03]	Authorized	RA	3226 - RA (Issue 3) - Secondary	Secondary Surveillance Radar (SSR)1 provides controllers with essential information on ► Aircraft◄ identity, position	N
3227[02]	[02]	Authorized	RA	3227 - RA (Issue 2) - Methods of	In order to provide a surveillance service, controllers need to identify the subject Air System.	N
3227[02](01)	[02]	Authorized	Regulation	3227(1) - Regulation - Methods of	Controllers shall identify Air Systems prior to providing an Air System with a surveillance service.	N
3227[02](01)001	[02]	Authorized	AMC	3227(1).1 - AMC - Methods of	Controllers should identify Air Systems using one of the following methods:	N
3227[02](01)002	[02]	Authorized	AMC	3227(1).2 - AMC - Methods of	When providing a surveillance service to an Air System, controllers operating at SSR equipped units should allocate that	N
3227[02](01)003	[02]	Authorized	AMC	3227(1).3 - AMC - Methods of	Identification should be maintained for the period the Air System is in receipt of a surveillance service and the pilot	N
3227[02](01)004	[02]	Authorized	AMC	3227(1).4 - AMC - Methods of	Failure to Locate an Aircraft. If a surveillance controller is unable to locate a primary radar return or SSR response which	N
3227[02](01)005	[02]	Authorized	GM	3227(1).5 - GM - Methods of	Nil.	N
3228[04]	[04]	Authorized	RA	3228 - RA (Issue 4) - Separation	Separation standards are provided in accordance with (iaw) the airspace classification the Air System is operating within	N
3228[04](01)	[04]	Authorized	Regulation	3228(1) - Regulation - Standard	Controllers shall apply standard lateral separation between Air Systems.	N
3228[04](01)001	[04]	Authorized	AMC	3228(1).1 - AMC - Standard	Controllers should apply standard lateral separation between:	N
3228[04](01)002	[04]	Authorized	AMC	3228(1).2 - AMC - Standard	Lateral separation should normally be 5nm, except when safety and/or technical assessments require alternative	N
3228[04](01)003	[04]	Authorized	AMC	3228(1).3 - AMC - Standard	In Class G airspace, lateral separation between Air Systems is ultimately the responsibility of the pilot; however, when	N
3228[04](01)004	[04]	Authorized	AMC	3228(1).4 - AMC - Standard	Separation standards are not prescribed between VFR flights or between VFR and IFR flights in Class D and E	N
3228[04](01)005	[04]	Authorized	AMC	3228(1).5 - AMC - Reduced Lateral	Controllers should only apply reduced lateral separation of 3nm in accordance with the following requirements:	N
3228[04](01)006	[04]	Authorized	AMC	3228(1).6 - AMC - Reduced Lateral	Secondary Surveillance Radar (SSR)[3]. Reduced Lateral Separation should not be applied when providing SSR-Alone	N
3228[04](01)007	[04]	Authorized	AMC	3228(1).7 - AMC - Reduced Lateral	Formations. Reduced lateral separation should not be applied when either speaking unit is a formation due to the fact	N
3228[04](01)008	[04]	Authorized	AMC	3228(1).8 - AMC - Reduced Lateral	Class E Airspace.	N

3228[04](01)009	[04]	Authorized	GM	3228(1).9 - GM - Standard	Lateral separation based on radar exists when the distance between the centres of radar contacts does not represent	N
3228[04](01)010	[04]	Authorized	GM	3228(1).10 - GM - Standard	When controlling using cooperative surveillance data derived from a WAM system, reduced lateral separation may be	N
3228[04](02)	[04]	Authorized	Regulation	3228(2) - Regulation - Standard	Controllers shall apply standard vertical separation between Air Systems.	N
3228[04](02)011	[04]	Authorized	AMC	3228(2).11 - AMC - Standard	Controllers should apply the following vertical separation standards:	N
3228[04](02)012	[04]	Authorized	AMC	3228(2).12 - AMC - Standard	In Class G airspace, vertical separation between Air Systems is ultimately the responsibility of the pilot; however, when	N
3228[04](02)013	[04]	Authorized	AMC	3228(2).13 - AMC - Standard	Coordination. When agreeing co-ordination, controllers should apply no less than the following vertical separation:	N
3228[04](02)014	[04]	Authorized	AMC	3228(2).14 - AMC - Reduced	Controllers should only apply reduced vertical separation of 500 ft iaw in accordance with the following requirements:	N
3228[04](02)015	[04]	Authorized	AMC	3228(2).15 - AMC - Reduced	The application of reduced vertical separation to civil Air Systems should be exceptional rather than routine and only	N
3228[04](02)016	[04]	Authorized	AMC	3228(2).16 - AMC - Reduced	Formations. Reduced vertical separation should not be applied when either speaking unit is a formation due to the fact	N
3228[04](02)017	[04]	Authorized	AMC	3228(2).17 - AMC - Reduced	Reduced Vertical Separation Minima (RVSM). Area radar controllers can apply RVSM of 1000 ft within the vertical and	N
3228[04](02)018	[04]	Authorized	AMC	3228(2).18 - AMC - Separation	When SSR is used to assess vertical separation, transponder Mode C responses should be continuously monitored to	N
3228[04](02)019	[04]	Authorized	AMC	3228(2).19 - AMC - Separation	An Air Systems in receipt of a surveillance service, whether transponding Mode C or not may be separated from other	N
3228[04](02)020	[04]	Authorized	AMC	3228(2).20 - AMC - Separation	SSR Transponder Mode C. If an Air System under control is within Class A or D airspace, the following deeming	N
3228[04](02)021	[04]	Authorized	AMC	3228(2).21 - AMC - Separation	Vacation of Levels. The practice whereby a controller undertakes, through use of transponder Mode C alone, to follow	N
3228[04](02)022	[04]	Authorized	AMC	3228(2).22 - AMC - Avoidance of	Standard separation should be provided for IFR traffic if it is known or suspected that an unknown Air System:	N
3228[04](02)023	[04]	Authorized	GM	3228(2).23 - GM - Standard	Nil.	N
3228[04](03)	[04]	Authorized	Regulation	3228(3) - Regulation - Vertical	Controllers shall apply specified vertical separation standards to Typhoon Air Systems when requested by the pilot.	N
3228[04](03)024	[04]	Authorized	AMC	3228(3).24 - AMC - Vertical	Controllers should apply the following increased vertical separation standards when requested by the Typhoon pilot:	N
3228[04](03)025	[04]	Authorized	AMC	3228(3).25 - AMC - Vertical	If a controller is unable to provide increased separation, the pilot should be advised and will either delay acceleration or	N
3228[04](03)026	[04]	Authorized	GM	3228(3).26 - GM - Vertical	Due to possible altimeter inaccuracies at certain airspeeds and/or when manoeuvring above specified parameters at all	N
3228[04](04)	[04]	Authorized	Regulation	3228(4) - Regulation - Separation	Controllers sequencing Air Systems for radar to visual recoveries and radar to straight in approaches shall ensure that	N
3228[04](04)027	[04]	Authorized	AMC	3228(4).27 - AMC - Separation	Radar to Visual Recoveries. Deconfliction minima should be applied until:	N
3228[04](04)028	[04]	Authorized	AMC	3228(4).28 - AMC - Separation	Radar to Straight In Approaches. Air Systems performing radar to straight in approaches should also be subject to the	N
3228[04](04)029	[04]	Authorized	GM	3228(4).29 - GM - Separation	Nil.	N
3229[01]	[01]	Authorized	RA	3229 - RA (Initial Issue) - Traffic	To enable controllers to determine whether or not coordination is necessary, there is a requirement to provide Traffic	N
3229[01](01)	[01]	Authorized	Regulation	3229(1) - Regulation - Traffic	Controllers shall provide TI when required.	N
3229[01](01)001	[01]	Authorized	AMC	3229(1).1 - AMC - Traffic	TI should be provided in accordance with CAP 413, Radiotelephony Manual and CAP 774, UK Flight Information	N
3229[01](01)002	[01]	Authorized	AMC	3229(1).2 - AMC - Traffic	If, after receiving TI, a controller considers that coordination is necessary, it should be achieved in accordance with RA	N
3229[01](01)003	[01]	Authorized	AMC	3229(1).3 - AMC - Traffic	When describing the height or altitude of an Air System for the purposes of TI or agreeing coordination, controllers	N
3229[01](01)004	[01]	Authorized	GM	3229(1).4 - GM - Traffic Information	The dynamic nature of an air traffic environment means that TI will be considered obsolete once passed.	N
3229[01](01)005	[01]	Authorized	GM	3229(1).5 - GM - Traffic Information	The passing of TI does not imply a commitment to an agreed course of action and there is no undertaking by controllers	N
3230[03]	[03]	Authorized	RA	3230 - RA (Issue 3) - Traffic	Controllers may require coordination between ►Aircraft◄ in order to maintain safe and expeditious flow of Air Traffic.	N
3231[02]	[02]	Authorized	RA	Air Traffic Control Unit◄ Terrain	►Controlled Flight into Terrain (CFIT) is a recognized Risk to low flying activity. Without a known Air Traffic Control	N
3231[02](01)	[02]	Authorized	Regulation	►Air Traffic Control Unit◄ Terrain	3231(1) ►ATC Unit◄ Terrain Safe Levels shall be detailed in Unit Orders►[2]◄.	N
3231[02](01)001	[02]	Authorized	AMC	►Air Traffic Control Unit◄ Terrain	1. When providing an ATS, Controllers should take account of ►the ATC Unit◄ Terrain Safe Levels.	N
3231[02](01)002	[02]	Authorized	AMC	►Air Traffic Control Unit◄ Terrain	2. Controllers should only descend an ►Aircraft◄ below the ►ATC Unit◄ Terrain Safe Level when;	N
3231[02](01)003	[02]	Authorized	GM	►Air Traffic Control Unit◄ Terrain	3. ►Responsibilities for ATS units where Aircraft conduct Radar to Visual Recoveries and Short Pattern Circuits will be	N
3231[02](02)	[02]	Authorized	Regulation	Controllers Responsibility for	3231(2) Controllers shall be responsible for terrain clearance under specified conditions associated with the ATS being	N
3231[02](02)004	[02]	Authorized	AMC	Controllers Responsibility for	4. Controllers should be responsible for terrain clearance ►as follows. ◄	N
3231[02](02)005	[02]	Authorized	AMC	Controllers Responsibility for	5. Class G ►Airspace. ◄ In Class G ►Airspace◄, terrain clearance responsibilities should be iaw the Flight Information	N
3231[02](02)006	[02]	Authorized	GM	Controllers Responsibility for	6. Nil.	N
3232[03]	[03]	Authorized	RA	Provision of Vectors to Aircraft	Radar to Visual recoveries (R-Vis) and Short Pattern Circuit (SPC) procedures may require Aircraft to be descended and	N
3233[03]	[03]	Authorized	RA	3233 - RA (Issue 3) - Conduct of	Controllers are required to use standard radar handover procedures to ensure the safe transfer of responsibility for Air	N
3233[03](01)	[03]	Authorized	Regulation	3233(1) - Regulation - Conduct of	Radar handovers shall only be effected when specific requirements are met.	N
3233[03](01)001	[03]	Authorized	AMC	3233(1).1 - AMC - Conduct of	A radar handover should only be effected between 2 agencies when:	N
3233[03](01)002	[03]	Authorized	AMC	3233(1).2 - AMC - Conduct of	Controllers should only conduct a handover in airspace in which they are authorized to provide an Air Traffic Service	N
3233[03](01)003	[03]	Authorized	GM	3233(1).3 - GM - Conduct of Radar	Controller to controller communication will be established in sufficient time before the arrival of the Air System at the	N
3233[03](01)004	[03]	Authorized	GM	3233(1).4 - GM - Conduct of Radar	The receiving controller will confirm receipt and understanding of the information by 'reading back'; additionally, the	N
3233[03](01)005	[03]	Authorized	GM	3233(1).5 - GM - Conduct of Radar	The receiving controller will confirm (or change if required) the ATS with the pilot on initial contact.	N

3233[03](01)006	[03]	Authorized	GM	3233(1).6 - GM - Conduct of Radar	A shortened handover as defined in Command/Local Orders may be used in the case of pre-noted Air System.	N
3233[03](01)007	[03]	Authorized	GM	3233(1).7 - GM - Transfer to	Where direct communications exist between UK and Continental radar units they will be used for handovers in	N
3233[03](01)008	[03]	Authorized	GM	3233(1).8 - GM - Silent Handovers	The procedure to be followed when carrying out silent handovers will vary according to the characteristics of the data	N
3233[03](01)009	[03]	Authorized	GM	3233(1).9 - GM - No Landline	Although landline communication is normally used, where communication between the relevant ground agencies is not	N
3233[03](01)010	[03]	Authorized	GM	3233(1).10 - GM - Radar Handover	Controllers will use SSR to identify Air System whenever available.	N
3233[03](01)011	[03]	Authorized	GM	3233(1).11 - GM - Radar Handover	When using SSR, the transfer of radar identity will accord with the following principles of operation:	N
3233[03](01)012	[03]	Authorized	GM	3233(1).12 - GM - Radar Handover	To avoid overloading pilots, particularly during the handover sequence, SSR transponder codes will not be included in	N
3233[03](01)013	[03]	Authorized	GM	3233(1).13 - GM - Radar Handover	In situations where the SSR transponder code used in the transfer of identity is available for use by more than one Air	N
3233[03](01)014	[03]	Authorized	GM	3233(1).14 - GM - Non SSR / WAM	If SSR / WAM / ADS-B is not available and the observed primary surveillance radar (PSR) response is consistent with	N
3233[03](01)015	[03]	Authorized	GM	3233(1).15 - GM - Radar Tracking	Use of a radar tracking system where procedures are defined in Local / Unit Orders.	N
3233[03](01)016	[03]	Authorized	GM	3233(1).16 - GM - Flight Operations	FOAs at RAF(U) Swanwick, operating in the role of Support Controller are authorized to carry out radar handovers to	N
3234[02]	[02]	Authorized	RA	3234 - RA (Issue 2) - Air System	Due to the specific nature of Air System formations, they require additional procedures to ensure safe and efficient flight.	N
3234[02](01)	[02]	Authorized	Regulation	3234(1) - Regulation - Air System	A controller shall consider a formation as a single unit for controlling purposes when the formation is operating within	N
3234[02](01)001	[02]	Authorized	AMC	3234(1).1 - AMC - Air System	Formations should be considered as a single unit for separation purposes provided that:	N
3234[02](01)002	[02]	Authorized	AMC	3234(1).2 - AMC - Air System	Within a formation of military Air Systems the formation leader should be responsible for separation between the	N
3234[02](01)003	[02]	Authorized	AMC	3234(1).3 - AMC - Air System	A formation operating under an Air Traffic Service (ATS) that wishes to operate beyond 3 nm and / or 1000 ft vertically in	N
3234[02](01)005	[02]	Authorized	GM	3234(1).5 - GM - Air System	In all classes of airspace when under an ATS, individual formation elements, except the lead Air System, may be	N
3234[02](01)006	[02]	Authorized	GM	3234(1).6 - GM - Air System	When controlling a formation, controllers will identify the number of formation elements in handovers, requests for	N
3234[02](01)007	[02]	Authorized	GM	3234(1).7 - GM - Air System	All Air Systems will fly at the same level; where this is not possible formations will be split into elements separated by the	N
3234[02](01)008	[02]	Authorized	GM	3234(1).8 - GM - Air System	Formations may be stepped-down vertically from the leader and can occupy more than one flight level. It is essential that	N
3234[02](01)009	[02]	Authorized	GM	3234(1).9 - GM - Air System	United States Air Force Europe (USAFE) tanker formations. If the climb to cruising level is stopped at an intermediate	N
3234[02](01)010	[02]	Authorized	GM	3234(1).10 - GM - Formation	Prior to a formation entering CAS, controllers will obtain confirmation on RT that all formation elements are contained	N
3234[02](01)011	[02]	Authorized	GM	3234(1).11 - GM - Formation	When a formation has been cleared to climb or descend in CAS, controllers will obtain confirmation that all elements	N
3234[02](01)012	[02]	Authorized	GM	3234(1).12 - GM - Formation	When crossing CAS all elements in the formation will monitor the relevant ATC frequency.	N
3234[02](01)013	[02]	Authorized	GM	3234(1).13 - GM - Formation	Formation Joins Within CAS. Controllers will only permit a formation to join-up in CAS under the following	N
3234[02](01)014	[02]	Authorized	GM	3234(1).14 - GM - Formation	Formation Splits Within CAS. Controllers can permit formation splits in CAS giving due regard to other airspace users	N
3234[02](01)015	[02]	Authorized	GM	3234(1).15 - GM - Formation	A formation, with elements keeping station visually or by radar, of more than 1 nm length can receive an Air Traffic	N
3234[02](01)016	[02]	Authorized	GM	3234(1).16 - GM - Air System	Formation Join-up Procedures. Formation join-up procedures will be as follows:	N
3234[02](01)017	[02]	Authorized	GM	3234(1).17 - GM - Air System	Formation split procedures. Formation splits will be carried out by one controlling agency only. Handover of control to	N
3234[02](01)018	[02]	Authorized	GM	3234(1).18 - GM - Air System	Achieving Vertical Separation. The controller will agree with the formation leader whether individual Air Systems will be	N
3234[02](01)019	[02]	Authorized	GM	3234(1).19 - GM - Air System	Applying Vectors. The controller will agree with the formation leader the vectors that individual Air Systems will follow	N
3234[02](01)020	[02]	Authorized	GM	3234(1).20 - GM - Air System	Station Keeping Equipment (SKE) Formations. C130 SKE formations will only be exempted from the requirements of	N
3234[02](01)021	[02]	Authorized	GM	3234(1).21 - GM - Air System	With the exception of paragraph 20, formations subject to CAN action (eg, Coronet Flights) or tactical negotiation	N
3235[03]	[03]	Authorized	RA	Airborne Collision Avoidance	► Airborne Collision Avoidance Systems (ACAS) and Terrain Awareness and Warning Systems (TAWS) are fitted to	N
3235[03](01)	[03]	Authorized	Regulation	Airborne Collision Avoidance	3235(1) Controllers shall cease to issue control instructions that are contradictory on being informed that an ► Aircraft ◀	N
3235[03](01)001	[03]	Authorized	AMC	Airborne Collision Avoidance	1. When a pilot reports that they are manoeuvring ► iaw ◀ an ACAS Resolution Advisory, Controllers should cease to	N
3235[03](01)002	[03]	Authorized	AMC	Airborne Collision Avoidance	2. The Controller should resume responsibility for providing separation for all ► Aircraft ◀ affected by the Resolution	N
3235[03](01)003	[03]	Authorized	AMC	Airborne Collision Avoidance	3. Controllers should not routinely pass traffic information to ► Aircraft ◀ conducting Resolution Advisory manoeuvres, or	N
3235[03](01)004	[03]	Authorized	GM	Airborne Collision Avoidance	4. Once an ► Aircraft ◀ departs from an ATC clearance in compliance with a Resolution Advisory, or a pilot reports	N
3235[03](01)005	[03]	Authorized	GM	Airborne Collision Avoidance	5. There may be circumstances where the passing of traffic information is justified; consequently, controllers may	N
3235[03](01)006	[03]	Authorized	GM	Airborne Collision Avoidance	6. Specific ACAS Resolution Advisory phraseology is detailed in CAP 413►[1]◀.	N
3235[03](02)	[03]	Authorized	Regulation	► Terrain Awareness and Warning	3235(2) Controllers shall cease to issue control instructions that are contradictory on being informed that an Aircraft is	N
3235[03](02)007	[03]	Authorized	AMC	► Terrain Awareness and Warning	7. When a pilot reports that they are climbing iaw a TAWS warning, the controller should acknowledge the message and	N
3235[03](02)008	[03]	Authorized	AMC	► Terrain Awareness and Warning	8. Controllers should not dissuade a pilot from climbing.	N
3235[03](02)009	[03]	Authorized	AMC	► Terrain Awareness and Warning	9. Controllers should not routinely pass traffic information to Aircraft conducting a TAWS climb unless it is considered	N
3235[03](02)010	[03]	Authorized	AMC	► Terrain Awareness and Warning	10. When an Aircraft subject to a TAWS warning is in confliction with another	N
3235[03](02)011	[03]	Authorized	GM	► Terrain Awareness and Warning	11. TAWS is a generic term that captures all equipment that assists a pilot to avoid CFIT such as, but not limited to:	N
3235[03](02)012	[03]	Authorized	GM	► Terrain Awareness and Warning	12. When responding to a TAWS warning, pilots will prioritise manually operating their Aircraft over informing ATC that	N
3235[03](02)013	[03]	Authorized	GM	► Terrain Awareness and Warning	13. When a TAWS warning instructs a pilot to climb, ACAS Resolution Advisories are temporarily suppressed. The	N

3235[03](02)014	[03]	Authorized	GM	►Terrain Awareness and Warning	14. Once an Aircraft departs from an ATC clearance in compliance with a TAWS warning, or a pilot reports responding	N
3236[02]	[02]	Authorized	RA	3236 - RA (Issue 2) - Clutter on	Clutter on situational displays► 1 ◀ may degrade their performance; however, there is a requirement for the continued	N
3237[04]	[04]	Authorized	RA Rationale	Royal Low Level Corridors	Members of The Royal Family afforded such status by the ►Head ◀ of Royal Travel, The Royal Household[1] are	N
3237[04](01)	[04]	Authorized	Regulation	Royal Low Level Corridors	3237(1) Heads of Establishment, Aviation Duty Holders (ADHs), Accountable Managers (Military Flying) and ADH-	N
3237[04](01)001	[04]	Authorized	AMC	Royal Low Level Corridors	1. Air Traffic Services (ATS). Prior to entering, and when operating inside RLLCs, Controllers and ►Aircraft ◀ operators	N
3237[04](01)002	[04]	Authorized	AMC	Royal Low Level Corridors	2. Separation ►Criteria ◀. In addition to the ►ATS ◀ requirements of para 1, ►lateral separation of 5 nm ◀ should be	N
3237[04](01)003	[04]	Authorized	GM	Royal Low Level Corridors	3. ►RLLC are only applicable to Military Aircraft[4].	N
3237[04](01)004	[04]	Authorized	GM	Royal Low Level Corridors	4. Helicopters engaged on Royal Flight duties will squawk Mode 3A code 0037, regardless of whether or not an ATS is	N
3237[04](01)005	[04]	Authorized	GM	Royal Low Level Corridors	5. Additional guidance material can be found in the UK Aeronautical Information Publication (AIP) ENR 1.1 paragraph	N
3238[03]	[03]	Authorized	RA	3238 - RA (Issue 3) - Controlled	Deeming conventions are required in order to provide controllers with a procedure to take full advantage of the	N
3239[03]	[03]	Authorized	RA	►Aircraft ◀ Conducting Transits to /	There are specific communication and operating requirements for ►Aircraft ◀ conducting transits to / from ships and	N
3239[03](01)	[03]	Authorized	Regulation	Departure Messages	3239(1) Units shall send appropriate Air Traffic Service (ATS) Messages on behalf of ►Aircraft conducting ◀ transits to /	N
3239[03](01)001	[03]	Authorized	AMC	Departure Messages	1. When an ►Aircraft ◀ departs an Aerodrome or ship, a departure message should be sent to the point of destination.	N
3239[03](01)002	[03]	Authorized	GM	Departure Messages	2. Nil.	N
3239[03](02)	[03]	Authorized	Regulation	Operating Requirements	3239(2) Aerodromes shall remain open to meet the specific requirements of ►Aircraft ◀ conducting transits to / from	N
3239[03](02)003	[03]	Authorized	AMC	Operating Requirements	3. When an ►Aircraft ◀ is on a transit flight from an Aerodrome to a ship, the	N
3239[03](02)004	[03]	Authorized	GM	Operating Requirements	4. Nil.	N
3240[04]	[04]	Authorized	RA	3240 - RA (Issue 4) - Contingency	The provision of Primary Surveillance Radar (PSR), Secondary Surveillance Radar (SSR)[1] and / or Air Traffic	N
3240[04](01)	[04]	Authorized	Regulation	3240(1) - Regulation - Surveillance	HoEs and ADH-Facing Organizations shall employ contingency operations for the simultaneous failure of PSR and SSR	N
3240[04](01)001	[04]	Authorized	AMC	3240(1).1 - AMC - Surveillance	HoEs and ADH-Facing Organizations should assist ADHs by safety managing contingency operations in accordance	N
3240[04](01)002	[04]	Authorized	AMC	3240(1).2 - AMC - Surveillance	HoEs and ADH-Facing Organizations should assist ADHs in mitigating the hazards associated with the simultaneous	N
3240[04](01)003	[04]	Authorized	AMC	3240(1).3 - AMC - Surveillance	Contingency procedures should be promulgated in Local / Unit Orders, and should be captured in accordance with RA	N
3240[04](01)004	[04]	Authorized	AMC	3240(1).4 - AMC - Surveillance	HoEs and ADH-Facing Organizations should:	N
3240[04](01)005	[04]	Authorized	GM	3240(1).5 - GM - Surveillance	While not exhaustive, the factors listed below may be considered when developing contingency plans:	N
3240[04](01)006	[04]	Authorized	GM	3240(1).6 - GM - Surveillance	Controllers use two types of surveillance systems: PSR and SSR. PSR is the primary surveillance system employed by	N
3240[04](01)007	[04]	Authorized	GM	3240(1).7 - GM - Surveillance	In the event of failure of both PSR and SSR, no Air System will be visible to the controller on the surveillance display.	N
3241[03]	[03]	Authorized	RA	3241 - RA (Issue 3) - Secondary	The Utilisation of Primary Surveillance Radar (PSR) and Secondary Surveillance Radar (SSR)[1] provides the optimal	N
3241[03](01)	[03]	Authorized	Regulation	3241(1) - Regulation - Secondary	HoEs and ADH-Facing organizations shall ensure that in the event of PSR unavailability, UK Flight Information Services	N
3241[03](01)001	[03]	Authorized	AMC	3241(1).1 - AMC - Secondary	Where PSR is unavailable on either a permanent (where no PSR coverage exists eg certain areas within the Scottish	N
3241[03](01)002	[03]	Authorized	AMC	3241(1).2 - AMC - Secondary	Within Class A, C, D and E airspace, Class C Airways, Terminal Manoeuvring Areas, Terminal Control Areas, Control	N
3241[03](01)003	[03]	Authorized	GM	3241(1).3 - GM - Secondary	Controllers use two types of surveillance systems: PSR and SSR. PSR is the primary surveillance system employed by	N
3241[03](01)004	[03]	Authorized	GM	3241(1).4 - GM - Secondary	When operating SSR Alone, only transponding Air Systems will be visible to the controller on the surveillance display.	N
3241[03](01)005	[03]	Authorized	GM	3241(1).5 - GM - Secondary	The Aircraft Commander is ultimately responsible for the safety of their Air System, crew and passengers. Although they	N
3241[03](02)	[03]	Authorized	Regulation	3241(2) - Regulation - Secondary	HoEs and ADH-Facing Organizations shall employ contingency operations when SSR Alone operations are required in	N
3241[03](02)006	[03]	Authorized	AMC	3241(2).6 - AMC - Secondary	The planned or unplanned withdrawal of a surveillance system is a significant safety related change and removes a	N
3241[03](02)007	[03]	Authorized	AMC	3241(2).7 - AMC - Secondary	SSR Alone operating procedures should be promulgated in Local / Unit Orders or SOPs (these procedures should be	N
3241[03](02)008	[03]	Authorized	AMC	3241(2).8 - AMC - Secondary	HoEs and ADH-Facing Organizations should:	N
3241[03](02)009	[03]	Authorized	GM	3241(2).9 - GM - Secondary	While not exhaustive, the factors listed below may be considered when developing SSR Alone procedures:	N
3261[11]	[11]	Authorized	RA	Aerodrome Service	The Aerodrome environment may contain a complex mix of aviation ►and aviation related ◀ activity, often operating in	N
3261[11](01)	[11]	Authorized	Regulation	Aerodrome Service	3261(1) Aviation Duty Holders (ADH), ADH-Facing organizations and Heads of Establishment (HoE) shall provide an	N
3261[11](01)001	[11]	Authorized	AMC	Aerodrome Service	1. Controllers providing an Aerodrome Service should issue information and instructions to ►Aircraft ◀ to achieve a	N
3261[11](01)002	[11]	Authorized	AMC	Aerodrome Service	2. All instructions passed to ►Aircraft, ◀ vehicles and personnel on the Movement Area by the Aerodrome Controller	N
3261[11](01)003	[11]	Authorized	AMC	Aerodrome Service	3. Aerodrome Service Provision. Controllers providing an Aerodrome Service should, as a minimum:	N
3261[11](01)004	[11]	Authorized	AMC	Aerodrome Service	4. Coordination. The ADC should coordinate with the Approach Controller:	N
3261[11](01)005	[11]	Authorized	AMC	Aerodrome Service	5. The Approach Controller should coordinate with the ADC:	N
3261[11](01)006	[11]	Authorized	AMC	Aerodrome Service	6. Transfer of control. Unless specified otherwise in Local / Unit Orders, the responsibility for control of departing	N
3261[11](01)007	[11]	Authorized	AMC	Aerodrome Service	7. Traffic Information (TI) and Instructions. TI and instructions should be passed to ►Aircraft ◀ on any occasion that a	N
3261[11](01)008	[11]	Authorized	AMC	Aerodrome Service	8. Local / Unit Orders should detail local procedures for the integration ►Aircraft ◀ in the vicinity of the Aerodrome.	N
3261[11](01)009	[11]	Authorized	AMC	Aerodrome Service	9. Met Information. Where Met information is required, it should include:	N

3261[11](01)010	[11]	Authorized	AMC	Aerodrome Service	10. Controllers should warn pilots of gusts or crosswinds:	N
3261[11](01)011	[11]	Authorized	AMC	Aerodrome Service	11. Provision, Delivery and Content of Automatic Terminal Information System (ATIS). Where ATIS is required,	N
3261[11](01)012	[11]	Authorized	AMC	Aerodrome Service	12. Procedures should cover:	N
3261[11](01)013	[11]	Authorized	AMC	Aerodrome Service	13. Where changes to procedures for the provision, delivery and content of ATIS are required, appropriate scrutiny	N
3261[11](01)014	[11]	Authorized	AMC	Aerodrome Service	14. Essential Aerodrome Information. This is clarified as information concerning the state of the Movement Area and its	N
3261[11](01)015	[11]	Authorized	AMC	Aerodrome Service	15. Defects affecting the Movement Area and facilities should be passed to pilots in the form that they have been	N
3261[11](01)016	[11]	Authorized	AMC	Aerodrome Service	16. Runway Occupied. When ► Aircraft, ◀ persons or vehicles have been given permission to cross or occupy a runway	N
3261[11](01)017	[11]	Authorized	AMC	Aerodrome Service	17. Traffic Lights. Traffic lights installed at Aerodromes for the control of vehicles should be operated by the ADC (or	N
3261[11](01)018	[11]	Authorized	AMC	Aerodrome Service	18. Jet Blast / Rotor Downwash. When issuing instructions and clearances, controllers should take into account the	N
3261[11](01)019	[11]	Authorized	AMC	Aerodrome Service	19. Persons On Board (POB). The ADC / Ground should ascertain POB, at the earliest of:	N
3261[11](01)020	[11]	Authorized	AMC	Aerodrome Service	20. Taxiing ► Aircraft. ◀ When the pilot of an ► Aircraft ◀ requires start-up or taxi clearance, the following information	N
3261[11](01)021	[11]	Authorized	AMC	Aerodrome Service	21. Taxi instructions. Controllers should issue taxi instructions containing a clearance limit, which is the point at which	N
3261[11](01)022	[11]	Authorized	AMC	Aerodrome Service	22. When clearing an ► Aircraft ◀ to the holding point of the Runway in-use, the ► Aircraft ◀ is permitted to cross all	N
3261[11](01)023	[11]	Authorized	AMC	Aerodrome Service	23. Runway Clearance. Prior to issuing any permission / clearance to use the Runway, the ADC should perform a final	N
3261[11](01)024	[11]	Authorized	AMC	Aerodrome Service	24. When multiple runways are in use and possibility of confusion exists, the clearance should include the designator of	N
3261[11](01)025	[11]	Authorized	AMC	Aerodrome Service	25. Line-Up Instruction. Local / Unit Orders should define situations in which more than one ► Aircraft ◀ may be	N
3261[11](01)026	[11]	Authorized	AMC	Aerodrome Service	26. Departure Clearance. If an ATC clearance could be confused with a taxi instruction, to avoid pilots taking off without	N
3261[11](01)027	[11]	Authorized	AMC	Aerodrome Service	27. An ► Aircraft ◀ on an IFR flight should not be given take-off clearance until:	N
3261[11](01)028	[11]	Authorized	AMC	Aerodrome Service	28. Take-off Clearance. The ADC should issue take-off clearances and advise pilots of the surface wind or other	N
3261[11](01)029	[11]	Authorized	AMC	Aerodrome Service	29. A take-off clearance should be issued separately from any other clearance message.	N
3261[11](01)030	[11]	Authorized	AMC	Aerodrome Service	30. If an ► Aircraft ◀ is lined up on the Runway and a revised clearance or post departure instructions need to be	N
3261[11](01)031	[11]	Authorized	AMC	Aerodrome Service	31. An ► Aircraft ◀ should not be permitted to begin take-off until the preceding ► Aircraft ◀ is observed to be airborne	N
3261[11](01)032	[11]	Authorized	AMC	Aerodrome Service	32. A departing ► Aircraft ◀ should not be given control instructions which would require it to make a turn before it has	N
3261[11](01)033	[11]	Authorized	AMC	Aerodrome Service	33. Cancelling take-off Clearances. If a take-off clearance has to be cancelled before the take-off run has commenced,	N
3261[11](01)034	[11]	Authorized	AMC	Aerodrome Service	34. Landing. When ► Aircraft ◀ are using the same runway, a landing ► Aircraft ◀ should only be permitted to touch	N
3261[11](01)035	[11]	Authorized	AMC	Aerodrome Service	35. Instructions to ► Aircraft ◀ in the Final Stages of Approaching to Land. With the exception of instructions to go-	N
3261[11](01)036	[11]	Authorized	AMC	Aerodrome Service	36. Low Approach Restrictions. If the Runway in use is occupied by an ► Aircraft ◀ or vehicles, an approaching	N
3261[11](01)037	[11]	Authorized	AMC	Aerodrome Service	37. Expedition. When given the instruction 'cleared for immediate take-off', the pilot should:	N
3261[11](01)038	[11]	Authorized	AMC	Aerodrome Service	38. Lamp and Pyrotechnic Signals. The standard lamp and pyrotechnic signals in Table 1 should be used in the control	N
3261[11](01)039	[11]	Authorized	AMC	Aerodrome Service	39. Runway and Aerodrome Movement Area (AMA) Incursion[9]. Controllers should remain vigilant to the possibility of a	N
3261[11](01)040	[11]	Authorized	GM	Aerodrome Service	40. ADHs and HoEs may elect to delegate some responsibilities incumbent of an ADC in the provision of an Aerodrome	N
3261[11](01)041	[11]	Authorized	GM	Aerodrome Service	41. Essential Aerodrome Information (detailed in para ► 14 ◀) may include:	N
3261[11](01)042	[11]	Authorized	GM	Aerodrome Service	42. ATIS. Guidance on the provision of ATIS can be found as follows:	N
3261[11](01)043	[11]	Authorized	GM	Aerodrome Service	43. Landing Direction and Runway-in-use. The term Runway-in-use is used to indicate the particular runway or landing	N
3261[11](01)044	[11]	Authorized	GM	Aerodrome Service	44. Where the surface wind conditions are light and variable the 2000 ft wind will be taken into account before selecting	N
3261[11](01)045	[11]	Authorized	GM	Aerodrome Service	45. Traffic Patterns. Details of Aerodrome traffic patterns may be found in NATO STANAG 3297, NATO Standard	N
3261[11](02)	[11]	Authorized	Regulation	Aerodrome Emergency Services	3261(2) ADH, ADH-Facing organizations and HoE shall provide Emergency Services at Aerodromes for which they are	N
3261[11](02)046	[11]	Authorized	AMC	Aerodrome Emergency Services	46. ARFF assets are established across the MOD estate to support flying operations as defined in RA 326316; however,	N
3261[11](02)047	[11]	Authorized	AMC	Aerodrome Emergency Services	47. Communications. ATC should be connected by adequate ground communications to safety services and station	N
3261[11](02)048	[11]	Authorized	AMC	Aerodrome Emergency Services	48. Crash Maps. The Aerodrome Operator (AO) should arrange for the production and distribution of local area and	N
3261[11](02)049	[11]	Authorized	AMC	Aerodrome Emergency Services	49. Ordnance Survey (OS) Maps. In addition to local area and Aerodrome crash maps, the AO should arrange for all	N
3261[11](02)050	[11]	Authorized	AMC	Aerodrome Emergency Services	50. Crash Exits. Crash exits, which should be numbered iaw the crash maps, should be kept clear; notice boards to this	N
3261[11](02)051	[11]	Authorized	AMC	Aerodrome Emergency Services	51. Testing of the Crash Organization. The AO is responsible for ensuring that the unit ARFF are adequately prepared to	N
3261[11](02)052	[11]	Authorized	AMC	Aerodrome Emergency Services	52. Testing of Crash / Rescue Communications. The Air Traffic Control Officer in command (ATCO IC) (or other	N
3261[11](02)053	[11]	Authorized	AMC	Aerodrome Emergency Services	53. Crash on or in the Vicinity of an Aerodrome. When a crash is seen to take place within the boundary / vicinity of an	N
3261[11](02)054	[11]	Authorized	AMC	Aerodrome Emergency Services	54. Crash off the Aerodrome. When a crash takes place off an Aerodrome, and is unseen, action to be taken depends	N
3261[11](02)055	[11]	Authorized	AMC	Aerodrome Emergency Services	55. Pilots Abandoning ► Aircraft. ◀ When a pilot indicates they are about to abandon their ► Aircraft, ◀ they will, if	N
3261[11](02)056	[11]	Authorized	AMC	Aerodrome Emergency Services	56. Search Action. Controllers should initiate search and rescue activity by passing all available information regarding	N
3261[11](02)057	[11]	Authorized	AMC	Aerodrome Emergency Services	57. Crash or Incident Narrative. When a crash takes place, particularly in conditions of high traffic density and / or bad	N

3261[11](02)058	[11]	Authorized	AMC	Aerodrome Emergency Services	58. Met Crash Reports. When a crash takes place on, or in the vicinity of, an Aerodrome, it is essential that a weather	N
3261[11](02)059	[11]	Authorized	AMC	Aerodrome Emergency Services	59. Aerodrome Inspection after Crash. Inspection of the crash area after the debris has been removed should be made	N
3261[11](02)060	[11]	Authorized	AMC	Aerodrome Emergency Services	60. Information Requests. Controllers and other ATC staff should restrict all information about a crash to the authorized	N
3261[11](02)061	[11]	Authorized	AMC	Aerodrome Emergency Services	61. Rotary Wing ► Aircraft. ◀ ADH, Accountable Managers (Military Flying), ADH Facing organizations and HoE should	N
3261[11](02)062	[11]	Authorized	GM	Aerodrome Emergency Services	62. Search Action. Full details of any crash will be passed to the ATCC, NMOC and D&D in order that search and	N
3261[11](03)	[11]	Authorized	Regulation	Aerodrome Service in Class D	3261(3) ADH, ADH-Facing organizations and HoE at Aerodromes inside Class D airspace shall provide an Aerodrome	N
3261[11](03)063	[11]	Authorized	AMC	Aerodrome Service in Class D	63. Class D Flight Rules. Whilst there is a requirement for controllers to monitor the Met conditions, controllers should	N
3261[11](03)064	[11]	Authorized	AMC	Aerodrome Service in Class D	64. Class D ATS Provision. All flights should be provided with an ATS as follows:	N
3261[11](03)065	[11]	Authorized	AMC	Aerodrome Service in Class D	65. Cancelling IFR. IFR flights should be afforded IFR separation until IFR flight is cancelled. A change should be	N
3261[11](03)066	[11]	Authorized	AMC	Aerodrome Service in Class D	66. Class D VFR Operations. Controllers should permit ► Aircraft ◀ operating under VFR to operate to or from an	N
3261[11](03)067	[11]	Authorized	AMC	Aerodrome Service in Class D	67. Class D Special VFR Operations. Controllers should issue a Special VFR clearance to ► Aircraft ◀ wishing to	N
3261[11](03)068	[11]	Authorized	AMC	Aerodrome Service in Class D	68. Shared Class D Airspace. Procedures for operations at MOD Aerodromes located within Class D airspace where the	N
3261[11](03)069	[11]	Authorized	GM	Aerodrome Service in Class D	69. Nil.	N
3262[04]	[04]	Authorized	RA	Aerodrome Access	The effective operation of an Aerodrome requires the safe and expeditious integration of ► Aircraft, ◀ vehicles and	N
3262[04](01)	[04]	Authorized	Regulation	Aerodrome Access	3262(1) Aviation Duty Holders (ADH), ADH-Facing organizations and Heads of Establishment (HoE) shall employ	N
3262[04](01)001	[04]	Authorized	AMC	Aerodrome Access	1. ADHs, ADH-Facing organizations and HoE should employ an Aerodrome access system appropriate to the	N
3262[04](01)002	[04]	Authorized	AMC	Aerodrome Access	2. Personnel requiring access to the Aerodrome should comply with Local / Unit Orders governing access to, and driving	N
3262[04](01)003	[04]	Authorized	AMC	Aerodrome Access	3. Signals that should be used in the control of vehicles and pedestrians are as per Table 1 (STANAG 3758[2]):	N
3262[04](01)004	[04]	Authorized	AMC	Aerodrome Access	4. All personnel requiring an Aerodrome access permit should be colour perception (CP) standard of CP2 (normal) or	N
3262[04](01)005	[04]	Authorized	AMC	Aerodrome Access	5. Details of the Unit Aerodrome access permit system should be detailed in the Defence Aerodrome Manual in	N
3262[04](01)006	[04]	Authorized	GM	Aerodrome Access	6. Clearance Limits. Air Traffic Control (ATC) may restrict the progress of a vehicle as necessary, utilizing 'Clearance	N
3262[04](01)007	[04]	Authorized	GM	Aerodrome Access	7. Local / Unit Orders. Local / Unit Orders will, as a minimum, include:	N
3262[04](01)008	[04]	Authorized	GM	Aerodrome Access	8. CP at non-ATC equipped Units. At Aerodromes where there is no established ATC presence, and where there are no	N
3262[04](01)009	[04]	Authorized	GM	Aerodrome Access	9. Tiered Permits. A tiered system may be utilized which will allow training to be tailored to meet differing user	N
3262[04](01)010	[04]	Authorized	GM	Aerodrome Access	10. Runway and Aerodrome Movement Area Incursion. All runway[5] and Aerodrome movement area incursions will be	N
3262[04](01)011	[04]	Authorized	GM	Aerodrome Access	11. Although the MOD have not adopted the Civil Aviation Authority requirements for Aerodrome Permits, additional	N
3263[06]	[06]	Authorized	RA	3263 - RA (Issue 6) - Aerodrome	There is a requirement to classify MOD Aerodromes.	N
3263[06](01)	[06]	Authorized	Regulation	3263(1) - Regulation - Aerodrome	MOD Aerodromes shall be classified in order to define operational and safeguarding requirements.	N
3263[06](01)001	[06]	Authorized	AMC	3263(1).1 - AMC - Aerodrome	MOD Aerodromes should be classified[1] by Front Line Commands (FLCs) as follows:	N
3263[06](01)002	[06]	Authorized	AMC	3263(1).2 - AMC - Aerodrome	All classifications of military Aerodrome should remain open during notified operating hours except in the following	N
3263[06](01)003	[06]	Authorized	AMC	3263(1).3 - AMC - Aerodrome	When it is decided that the Aerodrome is to be closed, Units should take the following actions, where relevant:	N
3263[06](01)004	[06]	Authorized	GM	3263(1).4 - GM - Aerodrome	Medical Cover. AP1269 Lft 12-08[7] is to be used to determine proportionate medical cover. It provides a framework for	N
3264[04]	[04]	Authorized	RA	Aerodrome Inspections	An Aerodrome is intended to be a safe place for Aircraft to operate from. Without appropriate inspection regimes being	N
3265[03]	[03]	Authorized	RA	Aerodrome Lighting Operating	Standard Aerodrome lighting and associated operating procedures ► facilitate the provision of Aerodrome operations at	N
3265[03](01)	[03]	Authorized	Regulation	Aerodrome Lighting Operating	3265(1) Units shall operate Aerodrome lighting and Identification Beacons as specified.	N
3265[03](01)001	[03]	Authorized	AMC	Aerodrome Lighting Operating	1. Aerodrome lighting should be switched on 15 minutes before any Estimated Time of Arrival (ETA) and remain on for	N
3265[03](01)002	[03]	Authorized	AMC	Aerodrome Lighting Operating	2. Sodium lamps require 10 to 15 minutes to reach full brilliancy and should therefore be switched on 30 minutes before	N
3265[03](01)003	[03]	Authorized	AMC	Aerodrome Lighting Operating	3. Lighting settings should not be altered when an ► Aircraft ◀ is on final approach unless the pilot requests the	N
3265[03](01)004	[03]	Authorized	AMC	Aerodrome Lighting Operating	4. The Aerodrome Lighting Brilliancy Guide should be displayed on, or immediately adjacent to, the Aerodrome lighting	N
3265[03](01)005	[03]	Authorized	GM	Aerodrome Lighting Operating	5. Recommended Aerodrome Lighting Brilliancy Settings. To provide some guidance and uniformity, Table 1 contains	N
3265[03](01)006	[03]	Authorized	GM	Aerodrome Lighting Operating	6. Lighting can also be set as requested by the pilot, required by unit instructions or as considered necessary by the	N
3265[03](01)007	[03]	Authorized	GM	Aerodrome Lighting Operating	7. PAPIs may be left on during Aerodrome operating hours if required.	N
3265[03](02)	[03]	Authorized	Regulation	Night Vision Devices Operating	3265(2) Units shall plan for Night Vision Device (NVD) Operations.	N
3265[03](02)008	[03]	Authorized	AMC	Night Vision Devices Operating	8. Units should design and publish an Aerodrome NVD Operations Lighting Control Plan which should be included in the	N
3265[03](02)009	[03]	Authorized	AMC	Night Vision Devices Operating	9. The NVD Operations Lighting Control Plan should define which Runway approach directions are designed to support	N
3265[03](02)010	[03]	Authorized	AMC	Night Vision Devices Operating	10. Procedures for final approach, taxi and departure should be reviewed and amended as necessary to take account of	N
3265[03](02)011	[03]	Authorized	AMC	Night Vision Devices Operating	11. Where NVD operations are to take place, all personnel involved should receive training that includes the light control	N
3265[03](02)012	[03]	Authorized	AMC	Night Vision Devices Operating	12. Only personnel whose presence is essential for safety and efficiency reasons should be on the Manoeuvring Area	N
3265[03](02)013	[03]	Authorized	GM	Night Vision Devices Operating	13. NVD are designed to operate with low levels of light. Sources that emit high levels of infra-red radiation can reduce	N

3265[03](02)014	[03]	Authorized	GM	Night Vision Devices Operating	14. Suggested lighting states are shown in Table 2. The choice of lighting to be controlled is the responsibility of the	N
3265[03](02)015	[03]	Authorized	GM	Night Vision Devices Operating	15. Details on NVD lighting can be found in the ►RA 3500 Series of Regulations: Aerodrome Design and	N
3266[03]	[03]	Authorized	RA	3266 - RA (Issue 3) - Aerodrome	Maintenance is often required to be carried out on the Aerodrome and its associated facilities. In order to ensure that a	N
3267[02]	[02]	Authorized	RA	Aerodrome Vehicle Marking and	► Specific vehicular movement on Aerodromes is essential to support Aerodrome operations. Incorrectly marked and /	N
3267[02](01)	[02]	Authorized	Regulation	Aerodrome Vehicle Marking and	3267(1) All vehicles operating regularly on the Movement Area of an Aerodrome shall have appropriate marking and	N
3267[02](01)001	[02]	Authorized	AMC	Aerodrome Vehicle Marking and	1. With the exception of emergency vehicles, all vehicles[1] operating regularly within the Movement Area of an	N
3267[02](01)002	[02]	Authorized	AMC	Aerodrome Vehicle Marking and	2. Where vehicles will be used regularly on the Movement Area but are unable to meet the provisions of para 1 (ie Fuel	N
3267[02](01)003	[02]	Authorized	AMC	Aerodrome Vehicle Marking and	3. Obstructions. Vehicles which are defined as obstructions within the Runway, approach funnel or taxiway clearance	N
3267[02](01)004	[02]	Authorized	AMC	Aerodrome Vehicle Marking and	4. Vehicle Lighting. Vehicles regularly employed within the Aerodrome Movement Area should be equipped with the	N
3267[02](01)005	[02]	Authorized	AMC	Aerodrome Vehicle Marking and	5. Where designated vehicles are not available (eg due to servicing), replacement vehicles should utilize Hazard	N
3267[02](01)006	[02]	Authorized	GM	Aerodrome Vehicle Marking and	6. Emergency Vehicles. Fire vehicles will be painted signal red (UK only).	N
3268[03]	[03]	Authorized	RA	► Aircraft ◀ Arresting Systems	Aerodromes may be fitted with ► Aircraft ◀ Arresting Systems (► AAS ◀) to aid ► Aircraft ◀ in an emergency. ► Risk to	N
3268[03](01)	[03]	Authorized	Regulation	► Aircraft ◀ Arresting Systems	3268(1) Unit orders shall detail the operational use of ► AAS. ◀	N
3268[03](01)001	[03]	Authorized	AMC	► Aircraft ◀ Arresting Systems	1. Orders for the operational use of ► AAS ◀ should include operating procedures, Air Traffic Control (ATC)	N
3268[03](01)002	[03]	Authorized	GM	► Aircraft ◀ Arresting Systems	2. Details of ► AAS ◀ used on MOD Aerodromes can be found in the ► Regulatory Article 3500 Series[1]. ◀	N
3268[03](02)	[03]	Authorized	Regulation	► Aircraft ◀ Arresting Systems -	3268(2) Controllers shall pass the readiness state of the barriers when giving a clearance to use the runway.	N
3268[03](02)003	[03]	Authorized	AMC	► Aircraft ◀ Arresting Systems -	3. Controllers should state barrier positions to ► Aircraft ◀ on take-off, landing, touch and go and low approach	N
3268[03](02)004	[03]	Authorized	AMC	► Aircraft ◀ Arresting Systems -	4. When passing barrier states, the phraseology: 'barrier up', 'barrier down' or 'barrier unserviceable' should be used. In	N
3268[03](02)005	[03]	Authorized	AMC	► Aircraft ◀ Arresting Systems -	5. Controllers should ensure that the approach barrier is down, and indicating down on the display, before clearing	N
3268[03](02)006	[03]	Authorized	AMC	► Aircraft ◀ Arresting Systems -	6. Where controllers are unable to see the approach barrier and the display panel is unserviceable, suitable local	N
3268[03](02)007	[03]	Authorized	AMC	► Aircraft ◀ Arresting Systems -	7. Unless demanded by operational circumstances, the barrier should not be left up when the wind component along the	N
3268[03](02)008	[03]	Authorized	AMC	► Aircraft ◀ Arresting Systems -	8. In winter conditions, the net and superstructure should be kept free of frost, ice and snow using in-service approved	N
3268[03](02)009	[03]	Authorized	GM	► Aircraft ◀ Arresting Systems -	9. Authority to have the barrier raised to the up position is vested in the pilot, the officer in charge of flying or their deputy	N
3268[03](03)	[03]	Authorized	Regulation	► Aircraft ◀ Arresting Systems -	3268(3) Controllers shall pass the readiness state of the cables when giving clearance to use the runway.	N
3268[03](03)010	[03]	Authorized	AMC	► Aircraft ◀ Arresting Systems -	10. Controllers should state cable position to ► Aircraft ◀ on take-off, landing, touch and go or low approach clearances.	N
3268[03](03)011	[03]	Authorized	AMC	► Aircraft ◀ Arresting Systems -	11. Unit orders should define when readiness states are passed to locally-based ► Aircraft ◀ if the cables are in the	N
3268[03](03)012	[03]	Authorized	GM	► Aircraft ◀ Arresting Systems -	12. Recovery of ► Aircraft ◀ and arresting cables after an engagement can be hazardous to personnel. Medical cover	N
3268[03](03)013	[03]	Authorized	GM	► Aircraft ◀ Arresting Systems -	13. Only Suitably Qualified and Experienced Person (SQEP) ground engineers can declare an arresting cable	N
3268[03](03)014	[03]	Authorized	GM	► Aircraft ◀ Arresting Systems -	14. Exceptionally, in the absence of SQEP ground engineers, Aerodrome Rescue Firefighters qualified to do so, may	N
3268[03](03)015	[03]	Authorized	GM	► Aircraft ◀ Arresting Systems -	15. Some ► Aircraft ◀ are cleared to trample the cables when they are up and others only when they are down. It is a	N
3268[03](03)016	[03]	Authorized	GM	► Aircraft ◀ Arresting Systems -	16. When a cable is in a non-standard configuration, and unit ► Aircraft ◀ are carrying out a series of approaches,	N
3269[02]	[02]	Authorized	RA Rationale	Use of Pyrotechnics, Firearms and	Air Traffic Control (ATC) and Airfield Wildlife Control Unit (AWCU) personnel may, in the course of their duties, be	N
3269[02](01)	[02]	Authorized	Regulation	Use of Pyrotechnics, Firearms and	3269(1) Only Suitably Qualified and Experienced Persons (SQEP) shall use pyrotechnics, firearms and lasers.	N
3269[02](01)001	[02]	Authorized	AMC	Use of Pyrotechnics, Firearms and	1. Commanders should ensure that all ATC staff[1] (and AWCU staff, if established) are qualified, in date and	N
3269[02](01)002	[02]	Authorized	AMC	Use of Pyrotechnics, Firearms and	2. Commanders should ensure, and record, that all ATC staff1 meet the mandatory criteria for the use of pyrotechnics	N
3269[02](01)003	[02]	Authorized	AMC	Use of Pyrotechnics, Firearms and	3. AWCU staff should be trained, tested and periodically assessed by an appropriate authority iaw contract	N
3269[02](01)004	[02]	Authorized	AMC	Use of Pyrotechnics, Firearms and	4. Commanders should ensure that AWCU staff hold the appropriate licences for the weapons and ammunition to be	N
3269[02](01)005	[02]	Authorized	AMC	Use of Pyrotechnics, Firearms and	5. Commanders should ensure that the use of lasers for wildlife control purposes, by ATC staff[1] (and AWCU staff, if	N
3269[02](01)006	[02]	Authorized	GM	Use of Pyrotechnics, Firearms and	6. Information on the training requirements and use of pyrotechnics and firearms, including operating information and	N
3269[02](01)007	[02]	Authorized	GM	Use of Pyrotechnics, Firearms and	7. Regulations for, and information on, the safe operation of weapons, including lasers, is available from DOSR, JSP440	N
3270[06]	[06]	Authorized	RA	Aerodrome Wildlife Control	Wildlife poses a Hazard to ► Aircraft ◀ operations, especially close to Aerodromes when ► Aircraft ◀ are in the critical	N
3270[06](01)	[06]	Authorized	Regulation	Aerodrome Wildlife Control	3270(1) Heads of Establishments and Aviation Duty Holder-Facing organizations shall ensure that units have an	N
3270[06](01)001	[06]	Authorized	AMC	Aerodrome Wildlife Control	1. An AWCMP should assess the potential wildlife strike[1] Hazard and define and implement appropriate wildlife control	N
3270[06](01)002	[06]	Authorized	AMC	Aerodrome Wildlife Control	2. The aim of an AWCMP should be to reduce wildlife infestation on the Aerodrome and to monitor and assess wildlife	N
3270[06](01)003	[06]	Authorized	AMC	Aerodrome Wildlife Control	3. Where an Aerodrome Wildlife Control Unit (AWCU) is established, the AWCU should, by means of observation,	N
3270[06](01)004	[06]	Authorized	AMC	Aerodrome Wildlife Control	4. At Aerodromes where there is no AWCU, Commanders should appoint an Aerodrome Wildlife Control Officer to	N
3270[06](01)005	[06]	Authorized	GM	Aerodrome Wildlife Control	5. Statutory Safeguarding. A safeguarding consultation process exists as part of the planning process to address	N
3270[06](01)006	[06]	Authorized	GM	Aerodrome Wildlife Control	6. Aerodrome Grass Management. Aerodromes naturally offer birds food and /	N
3270[06](01)007	[06]	Authorized	GM	Aerodrome Wildlife Control	7. Units may utilize CAP 772►[8] ◀ to assist in the development of an AWCMP.	N

3271[01]	[01]	Authorized	RA	3271 - RA (Initial Issue) - Brake	The recovery of brake parachutes is a potentially hazardous task requiring detailed instructions in order to facilitate their	N
3271[01](01)	[01]	Authorized	Regulation	3271(1) - Regulation - Brake	Units shall produce orders for Brake Parachute Recovery Operations.	N
3271[01](01)001	[01]	Authorized	AMC	3271(1).1 - AMC - Brake Parachute	Brake Parachute Recovery should only be undertaken by personnel who are Suitably Qualified and Experienced Person	N
3271[01](01)002	[01]	Authorized	AMC	3271(1).2 - AMC - Brake Parachute	Unit orders should include the provision that brake parachute recovery is not to be undertaken in vehicles where there is	N
3272[02]	[02]	Authorized	RA	Evaluation of Runway Surface	Runway surface conditions, including friction qualities, are subject to change due to	N
3272[02](01)	[02]	Authorized	Regulation	Continuous Friction Measuring	3272(1) Continuous Friction Measuring Equipment (CFME) shall be used in specific circumstances.	N
3272[02](01)001	[02]	Authorized	AMC	Continuous Friction Measuring	1. CFME should only be used for Friction tests, and in extremis on runways contaminated with compacted snow and ice.	N
3272[02](01)002	[02]	Authorized	AMC	Continuous Friction Measuring	2. Contaminated Runway[1]. Contaminated Runway conditions should be reported detailing the contamination for each	N
3272[02](01)003	[02]	Authorized	AMC	Continuous Friction Measuring	3. Friction tests should be completed utilizing CFME:	N
3272[02](01)004	[02]	Authorized	AMC	Continuous Friction Measuring	4. A friction test, with the exception of those conducted as part of an Aerodrome preventive and corrective Maintenance	N
3272[02](01)005	[02]	Authorized	AMC	Continuous Friction Measuring	5. Mean values should be recorded for each third of the Runway length available.	N
3272[02](01)006	[02]	Authorized	AMC	Continuous Friction Measuring	6. A plan of the Runway(s) should be maintained by Air Traffic Control (ATC) showing where pooling occurs and where	N
3272[02](01)007	[02]	Authorized	AMC	Continuous Friction Measuring	7. A record should be kept by ATC of all evaluation monitoring runs. A copy of the rainfall trace for the day should be	N
3272[02](01)008	[02]	Authorized	GM	Continuous Friction Measuring	8. Nil.	N
3272[02](02)	[02]	Authorized	Regulation	Reporting of Runway Surface	3272(2) Deteriorating and / or changing Runway surface conditions shall be reported iaw the International Civil Aviation	N
3272[02](02)009	[02]	Authorized	AMC	Reporting of Runway Surface	9. The Aerodrome Operator (AO) should be responsible for assessing Aerodrome surface conditions and disseminating	N
3272[02](02)010	[02]	Authorized	AMC	Reporting of Runway Surface	10. Reporting, in compliance with the Runway Condition Report (RCR), should commence when a significant change in	N
3272[02](02)011	[02]	Authorized	AMC	Reporting of Runway Surface	11. RCRs should be reported on the Automatic Terminal Information System (ATIS). If ATIS is not available or	N
3272[02](02)012	[02]	Authorized	AMC	Reporting of Runway Surface	12. When reported, the presence or otherwise of contaminants on the surface of a Runway should be assessed over the	N
3272[02](02)013	[02]	Authorized	AMC	Reporting of Runway Surface	13. Reports of the runway condition, to be used on ATIS or RTF for each third should be given in the direction of take-off	N
3272[02](02)014	[02]	Authorized	AMC	Reporting of Runway Surface	14. Unofficial Observations: Pilots of Aircraft may report, or observations from the Visual Control Room (VCR) may	N
3272[02](02)015	[02]	Authorized	AMC	Reporting of Runway Surface	15. Pilot reports of braking action should be passed to the AO[7] as soon as practicable to enable the AO[7] to consider	N
3272[02](02)016	[02]	Authorized	AMC	Reporting of Runway Surface	16. GRF is only applicable to paved surfaces and should not be used for grass / natural surface Runways	N
3272[02](02)017	[02]	Authorized	AMC	Reporting of Runway Surface	17. In reporting the surface condition of a grass Runway, the report relates to the whole of the surface, and not to	N
3272[02](02)018	[02]	Authorized	GM	Reporting of Runway Surface	18. Aircraft performance can be considered to be impacted whenever the coverage of any water-based contaminants on	N
3272[02](02)019	[02]	Authorized	GM	Reporting of Runway Surface	19. The RCAM enables Aerodrome personnel to make an assessment based on visual observation of contaminants on	N
3272[02](02)020	[02]	Authorized	GM	Reporting of Runway Surface	20. Further details regarding Runway surface condition assessments can be found in CAP 2174[9].	N
3272[02](02)021	[02]	Authorized	GM	Reporting of Runway Surface	21. Throughout the weather event, it is expected the AO will maintain the accuracy of the RCR through reassessment as	N
3272[02](02)022	[02]	Authorized	GM	Reporting of Runway Surface	22. This regulation is in line with CAP 493 – Manual of Air Traffic Services Part 1.	N
3273[01]	[01]	Authorized	RA	3273 - RA (Initial Issue) -	Controllers require situational awareness of Air Systems in the vicinity of an Aerodrome in order to assist them in	N
3273[01](01)	[01]	Authorized	Regulation	3273(1) - Regulation - Aerodrome	Controllers shall only use the Aerodrome Traffic Monitor [1] for defined purposes.	N
3273[01](01)001	[01]	Authorized	AMC	3273(1).1 - AMC - Aerodrome	Controllers should use the Aerodrome Traffic Monitor in order to:	N
3273[01](01)002	[01]	Authorized	AMC	3273(1).2 - AMC - Aerodrome	Where the controller feels that there is a definite risk of collision, they should use the Aerodrome Traffic Monitor to pass	N
3274[05]	[05]	Authorized	RA	3274 - RA (Issue 5) - Low Visibility	Air System operations during reduced visibility or low cloud conditions create additional operating hazards and require	N
3274[05](01)	[05]	Authorized	Regulation	3274(1) - Regulation - Low Visibility	Aviation Duty Holders (ADH) and Heads of Establishment (HoE) shall have Low Visibility Procedures (LVP) at	N
3274[05](01)001	[05]	Authorized	AMC	3274(1).1 - AMC - Low Visibility	Aerodrome operators should develop LVP utilising extant safety management processes[1] in order to limit	N
3274[05](01)002	[05]	Authorized	AMC	3274(1).2 - AMC - Low Visibility	Visibility Conditions. The point at which LVP are initiated will vary from aerodrome to aerodrome and should be clearly	N
3274[05](01)003	[05]	Authorized	AMC	3274(1).3 - AMC - Low Visibility	Declaration of LVP in Force. It is essential that all LVP measures be verified as in place before LVP are declared to be	N
3274[05](01)004	[05]	Authorized	AMC	3274(1).4 - AMC - Low Visibility	Conversion of Reported Meteorological (Met) Visibility to RVR. At aerodromes where RVR measurements are not made,	N
3274[05](01)005	[05]	Authorized	AMC	3274(1).5 - AMC - Low Visibility	Aerodrome and Runway Incursions. It is accepted that during periods of low visibility the likelihood of aerodrome and	N
3274[05](01)006	[05]	Authorized	AMC	3274(1).6 - AMC - Low Visibility	Precision Instrument Approach LVP Operations. As the RVR deteriorates to the minimum at which Category (Cat) I	N
3274[05](01)007	[05]	Authorized	AMC	3274(1).7 - AMC - Low Visibility	Approach End Barrier[5]. In low visibility conditions, the ability of aircrew or ATC to recognise that the approach end	N
3274[05](01)008	[05]	Authorized	AMC	3274(1).8 - AMC - Low Visibility	Wildlife Control Operations. Wildlife control operations should continue during LVP, but procedures should ensure that	N
3274[05](01)009	[05]	Authorized	GM	3274(1).9 - GM - Low Visibility	Visibility Conditions – Guidelines:	N
3274[05](01)010	[05]	Authorized	GM	3274(1).10 - GM - Low Visibility	Hazards. The following scenarios may be considered during the safety management process to ensure that the hazards	N
3274[05](01)011	[05]	Authorized	GM	3274(1).11 - GM - Low Visibility	Vehicular and AS Controls. The following control measures may be considered:	N
3274[05](01)012	[05]	Authorized	GM	3274(1).12 - GM - Low Visibility	SMR. SMR may be provided at aerodromes with instrument approach aids that enable operations in RVR conditions	N
3274[05](01)013	[05]	Authorized	GM	3274(1).13 - GM - Low Visibility	At aerodromes that are limited by instrument approaches with minimum RVR conditions of 550 m, SMR may still be	N
3274[05](01)014	[05]	Authorized	GM	3274(1).14 - GM - Low Visibility	Stop-Bar Lighting. Stop-bars are highly effective in RVR conditions of less than 800 m, however the use of stop-bars in	N

3274[05](01)015	[05]	Authorized	GM	3274(1).15 - GM - Low Visibility	Runway Guard Lights. Runway Guard Lights are highly effective in RVR conditions less than 1200 m, however the use	N
3274[05](01)016	[05]	Authorized	GM	3274(1).16 - GM - Runway	Protected Area. A surface designated for the landing and take-off of the Air System. This is to be interpreted as the	N
3274[05](01)017	[05]	Authorized	GM	3274(1).17 - GM - Runway	Precision Instrument Approach LVP Operations. Precision approaches are defined as:	N
3275[03]	[03]	Authorized	RA	3275 - RA (Issue 3) - Runway	The availability of accurate up-to-date meteorological information is crucial for the safe conduct of flights. On approach	N
3275[03](01)	[03]	Authorized	Regulation	3275(1) - Regulation - Provision of	Runway Visual Range (RVR)/Instrumented RVR (IRVR) shall be provided under specified meteorological conditions.	N
3275[03](01)001	[03]	Authorized	AMC	3275(1).1 - AMC - RVR	RVR should be provided to pilots whenever:	N
3275[03](01)002	[03]	Authorized	AMC	3275(1).2 - AMC - RVR	RVR observations should be repeated at intervals, or when requested, during all stages of an instrument approach and	N
3275[03](01)003	[03]	Authorized	AMC	3275(1).3 - AMC - IRVR	IRVR values should be passed to pilots at the beginning of each approach and, thereafter, whenever there is a	N
3275[03](01)004	[03]	Authorized	AMC	3275(1).4 - AMC - IRVR	Unless a suppressed value is specifically requested by a pilot, the IRVR values transmitted should contain only those	N
3275[03](01)005	[03]	Authorized	AMC	3275(1).5 - AMC - IRVR	The three transmissometers are located one at each end of the Runway adjacent to the touchdown zone and the third	N
3275[03](01)006	[03]	Authorized	AMC	3275(1).6 - AMC - IRVR	Transmissometer Unserviceability. If the touchdown transmissometer fails, the IRVR system can still be used providing	N
3275[03](01)007	[03]	Authorized	AMC	3275(1).7 - AMC - IRVR	If two transmissometers become unserviceable the IRVR value for the remaining transmissometer, provided that it is not	N
3275[03](01)008	[03]	Authorized	AMC	3275(1).8 - AMC - Conversion of	Where IRVR is not available or unserviceable controllers should revert to Human Observer RVR as defined in RA	N
3275[03](01)009	[03]	Authorized	AMC	3275(1).9 - AMC - Conversion of	RVR conversion should not be used for calculating take-off minima, Category II or III minima or when RVR or IRVR is	N
3275[03](01)010	[03]	Authorized	GM	3275(1).10 - GM - RVR	RVR has evolved to make available a more localised assessment of visual range in relation to a particular Runway	N
3275[03](01)011	[03]	Authorized	GM	3275(1).11 - GM - RVR	The RVR indicates the range over which the pilot of an Air System on the centreline of a Runway can expect to see the	N
3275[03](01)012	[03]	Authorized	GM	3275(1).12 - GM - IRVR	With some IRVR equipment, transmissometer readings may only be displayed when the Runway lights are set at an	N
3275[03](01)013	[03]	Authorized	GM	3275(1).13 - GM - IRVR	IRVR gives an automatic and continuous display of RVR values to Air Traffic Control (ATC). Transmissometers are	N
3275[03](01)014	[03]	Authorized	GM	3275(1).14 - GM - IRVR	The processor computes the RVR for each transmissometer position and displays it in digital form to ATC. For	N
3275[03](01)015	[03]	Authorized	GM	3275(1).15 - GM - IRVR	IRVR Indications. There are a number of different IRVR systems, the processors in some systems are programmed to	N
3275[03](01)016	[03]	Authorized	GM	3275(1).16 - GM - IRVR	IRVR readings extend from 25 m to 1500 m in the following steps:	N
3275[03](02)	[03]	Authorized	Regulation	3275(2) - Regulation - Provision of	Where the use of RVR/IRVR equipment is not possible, Aerodromes shall provide measurements of human observed	N
3275[03](02)017	[03]	Authorized	AMC	3275(2).17 - AMC - Provision of	Human observed RVR should only be undertaken by a Suitably Qualified and Experienced Person.	N
3275[03](02)018	[03]	Authorized	GM	3275(2).18 - GM - Provision of	The observer will count the number of RVR installation lights seen and pass this figure to the Aerodrome controller who	N
3275[03](02)019	[03]	Authorized	GM	3275(2).19 - GM - Provision of	Human Observed RVR Conversion Tables. Human observed RVR conversion tables will be available to Aerodrome	N
3275[03](02)020	[03]	Authorized	GM	3275(2).20 - GM - Provision of	Human Observed RVR conversion tables will be created in the following manner:	N
3275[03](02)021	[03]	Authorized	GM	3275(2).21 - GM - Provision of	Obtain the corrected RVR light distances (b-c) by subtracting the corrections given in Table 2 – RVR Correction Table	N
3275[03](02)022	[03]	Authorized	GM	3275(2).22 - GM - Provision of	Round down the corrected distances (b-c) to the next lower 50 m increment (up to 800 m) or next lower 100 m increment	N
3275[03](02)023	[03]	Authorized	GM	3275(2).23 - GM - Provision of	The final RVR conversion table for the Aerodrome used in this example would consist of columns (a) and (d).	N
3275[03](02)024	[03]	Authorized	GM	3275(2).24 - GM - Provision of	Column (c) details the corrections that will be applied to RVR light distances to avoid an overestimation of the RVR.	N
3277[03]	[03]	Authorized	RA	3277 - RA (Issue 3) - Wake	All Aircraft, including ►jet-lift, ◄ rotary wing and tilt-rotor, ► ◄ generate vortices as a	N
3277[03](01)	[03]	Authorized	Regulation	3277(1) - Regulation - Wake	ADH, AM(MF), ADH-Facing Organizations and Heads of Establishment shall ensure appropriate wake turbulence	N
3277[03](01)001	[03]	Authorized	AMC	3277(1).1 - AMC - Wake	1. Wake turbulence separation minima should be based on the UK Civil Aviation Authority (CAA) wake turbulence	N
3277[03](01)002	[03]	Authorized	AMC	3277(1).2 - AMC - Wake	2. Flight Plan. The wake turbulence category of an Aircraft should be indicated on the Flight Plan (ICAO Flight Plan Item	N
3277[03](01)003	[03]	Authorized	AMC	3277(1).3 - AMC - Wake	3. Radiotelephony (RTF)5 . Aircraft in the SUPER or HEAVY wake turbulence category should include the word ‘Super’	N
3277[03](01)004	[03]	Authorized	AMC	3277(1).4 - AMC - Wake	4. Wake turbulence separation should be based upon flight rules, not the type of ATS applied.	N
3277[03](01)005	[03]	Authorized	AMC	3277(1).5 - AMC - Wake	5. ►Wake turbulence separation should be applied to consecutive arrivals and to consecutive departures.	N
3277[03](01)006	[03]	Authorized	AMC	3277(1).6 - AMC - Wake	6. By providing the appropriate wake turbulence separation to an Aircraft inbound for a touch and go or low approach,	N
3277[03](01)007	[03]	Authorized	AMC	3277(1).7 - AMC - Wake	7. To aid the sequencing of Aircraft, Air Traffic Control (ATC) can request an Aircraft to take off without delay6 . If the	N
3277[03](01)008	[03]	Authorized	AMC	3277(1).8 - AMC - Wake	8. Maritime Operations. Wake turbulence separation should not be applied when aviation capable Ships7 are underway.	N
3277[03](01)009	[03]	Authorized	AMC	3277(1).9 - AMC - IFR	9. ► ◄ General Conditions. Aircraft requesting an IFR approach or departure should be subject to IFR wake turbulence	N
3277[03](01)010	[03]	Authorized	AMC	3277(1).10 - AMC - IFR	10. ► ◄ Approaches. The wake turbulence separation minima in Table 3 should be applied to IFR Aircraft in the	N
3277[03](01)011	[03]	Authorized	AMC	3277(1).11 - AMC - IFR	11. ► ◄ Departures. The wake turbulence separation minima in Table 4 should be applied13 to Aircraft departing IFR	N
3277[03](01)012	[03]	Authorized	AMC	3277(1).12 - AMC - IFR	12. ►If the lead Aircraft departs from an intermediate point14 and the following Aircraft uses a greater Runway distance,	N
3277[03](01)013	[03]	Authorized	AMC	3277(1).13 - AMC - IFR	13. Runway departure after a Touch and Go or Low Approach. Aircraft departing IFR after a preceding Aircraft has	N
3277[03](01)014	[03]	Authorized	AMC	3277(1).14 - AMC - IFR	14. Aircraft conducting a Touch and Go or Low Approach after a Runway departure. An IFR Aircraft conducting a touch	N
3277[03](01)015	[03]	Authorized	AMC	3277(1).15 - AMC - VFR	15. General Conditions. When a flight is operating visually (VFR, IFR making a visual approach or IFR / Special VFR	N
3277[03](01)016	[03]	Authorized	AMC	3277(1).16 - AMC - VFR	16. ► ◄ Approaches. When ►a VFR ◄ Aircraft ►conducts an approach to the Runway, ◄ and it appears that the	N
3277[03](01)017	[03]	Authorized	AMC	3277(1).17 - AMC - VFR	17. ► ◄ Departures. The wake turbulence separation minima in Table 4 should be	N

3277[03](01)018	[03]	Authorized	AMC	3277(1).18 - AMC - VFR	18. ►Runway departure after a Touch and Go or Low Approach. Aircraft departing VFR after a preceding Aircraft has	N
3277[03](01)019	[03]	Authorized	AMC	3277(1).19 - AMC - VFR	19. Aircraft conducting a Touch and Go or Low Approach after a Runway departure. When a VFR Aircraft is conducting	N
3277[03](01)020	[03]	Authorized	AMC	3277(1).20 - AMC - VFR	20. If a unit requires to reduce RTF, caution transmissions to VFR Aircraft can be omitted between Aircraft of the same	N
3277[03](01)021	[03]	Authorized	AMC	3277(1).21 - AMC - Formations	21. ►◄ Aircraft employing Formation Flying techniques (close or streamed formation including radar trails) should not	N
3277[03](01)022	[03]	Authorized	AMC	3277(1).22 - AMC - ►Rotary Wing	22. ►◄ When a rotary wing or tilt-rotor Aircraft11 Air Taxies across a Runway, wake turbulence separation should be	N
3277[03](01)023	[03]	Authorized	AMC	3277(1).23 - AMC - ►Rotary Wing	23. To minimize the effects of wake turbulence caused by rotary wing or tilt-rotor Aircraft, Controllers:	N
3277[03](01)024	[03]	Authorized	AMC	3277(1).24 - AMC - ►Rotary Wing	24. When a rotary wing or tilt-rotor Aircraft is Air Taxiing or hovering17 , Controllers and pilots should avoid taxiing light	N
3277[03](01)025	[03]	Authorized	AMC	3277(1).25 - AMC - ►Rotary Wing	25. Controllers should exercise caution when an Aircraft of a lower wake turbulence category is cleared to land on a	N
3277[03](01)026	[03]	Authorized	GM	3277(1).26 - GM - Wake	26. Wake Turbulence Characteristics18 . All Aircraft, including rotary wing and tilt rotor Aircraft, generate vortices as a	N
3277[03](01)027	[03]	Authorized	GM	3277(1).27 - GM - Wake	27. A vortex Hazard may exist for about two minutes along a Runway after a large Aircraft has executed a low approach	N
3277[03](01)028	[03]	Authorized	GM	3277(1).28 - GM - Wake	28. Fixed Wing Aircraft. Wake vortices begin to be generated by fixed wing Aircraft when the nose wheel lifts off the	N
3277[03](01)029	[03]	Authorized	GM	3277(1).29 - GM - Wake	29. Rotary Wing Aircraft. When rotary wing Aircraft mass is transferred from the landing gear to the rotor a strong	N
3277[03](01)030	[03]	Authorized	GM	3277(1).30 - GM - Wake	30. Tilt-rotor Aircraft. Tilt-rotor Aircraft combine the characteristics of fixed wing and rotary wing Aircraft. For vertical	N
3277[03](01)031	[03]	Authorized	GM	3277(1).31 - GM - Wake	31. ►Jet-lift Aircraft. The downwash produced by jet-lift Aircraft, such as the F 35B differs from that of other fixed wing	N
3277[03](01)032	[03]	Authorized	GM	3277(1).32 - GM - Wake	32. General. Wake turbulence separation minima is the spacing, determined either by time or distance, to be applied so	N
3277[03](01)033	[03]	Authorized	GM	3277(1).33 - GM - Wake	33. The wake turbulence categories of frequently controlled Military Aircraft can be found in Annex A. In addition, a	N
3277[03](01)034	[03]	Authorized	GM	3277(1).34 - GM - Wake	34. IFR Departures. Wake turbulence separation minima on departure will be applied by measuring airborne times or	N
3277[03](01)035	[03]	Authorized	GM	3277(1).35 - GM - Wake	35. ►◄	N
3277[03](01)036	[03]	Authorized	GM	3277(1).36 - GM - Civil Equivalence	36. This Regulation is in line with CAP 493 – MATS Part 1.	N
3278[01]	[01]	Authorized	RA	3278 - RA (Initial Issue) - Snow and	Contaminated Runway operations remain the exception rather than the norm in the UK; therefore, additional guidance is	N
3278[01](01)	[01]	Authorized	Regulation	3278(1) - Regulation - Contaminant	When the Aerodrome is available for use, the Aerodrome Operator (AO) shall ensure that the Movement Area remains	N
3278[01](01)001	[01]	Authorized	AMC	3278(1).1 - AMC - Contaminant	AOs should ensure the clearance of winter contaminants from the Movement Area and the measurement and reporting	N
3278[01](02)	[01]	Authorized	Regulation	3278(2) - Regulation - Aerodrome	Duty Holder-Facing Organizations shall prepare an Aerodrome Snow and Ice Plan.	N
3278[01](02)003	[01]	Authorized	AMC	3278(2).3 - AMC - Aerodrome Snow	Prior to the onset of winter conditions, the AO should prepare and/or review a plan to effect efficient measurement and	N
3278[01](02)004	[01]	Authorized	AMC	3278(2).4 - AMC - Aerodrome Snow	The Snow and Ice Plan should be developed in accordance with AP119J-0100-1, Snow Clearance and Ice Control of	N
3278[01](02)005	[01]	Authorized	GM	3278(2).5 - GM - Aerodrome Snow	The Snow and Ice Season is normally 1 Nov to 30 Apr; however, this may vary each year depending on the weather	N
3279[01]	[01]	Authorized	RA	Aircraft Last Look Checks	At some Aerodromes, Aircraft Last Look Checks (ALLC) are required to assist in the safe operation of Aircraft in the	N
3291[03]	[03]	Authorized	RA	3291 - RA (Issue 3) - Precision	There is a requirement to provide a precision approach capability in poor weather conditions.	N
3291[03](01)	[03]	Authorized	Regulation	3291(1) - Regulation - Precision	Controllers shall provide Precision Approach Radar (PAR) approaches in accordance with (iaw) specified procedures.	N
3291[03](01)001	[03]	Authorized	AMC	3291(1).1 - AMC - Precision	When a controller is providing a PAR they should:	N
3291[03](01)002	[03]	Authorized	AMC	3291(1).2 - AMC - Precision	RN Units. Specific methods of obtaining and passing a clearance are employed at RN units and controllers operating at	N
3291[03](01)003	[03]	Authorized	AMC	3291(1).3 - AMC - Precision	Radar Fault / Failure. When a major alert, or a maintenance type minor alert such as "RADAR WORKING WITH	N
3291[03](01)004	[03]	Authorized	AMC	3291(1).4 - AMC - Precision	In the event that an approach has to be terminated due to a radar fault / failure, the pilot should be informed and the	N
3291[03](01)005	[03]	Authorized	AMC	3291(1).5 - AMC - Precision	Loss of Radar Contact. In the majority of cases, a loss of radar contact will be accompanied with an appropriate	N
3291[03](01)006	[03]	Authorized	AMC	3291(1).6 - AMC - Precision	If a radar contact is regained within 3 secs, control of the Air System should be resumed provided the Air System is	N
3291[03](01)007	[03]	Authorized	AMC	3291(1).7 - AMC - Precision	If a radar contact is regained after 3 secs and / or outside 1 nm of the position that the contact was lost, the PAR can or	N
3291[03](01)008	[03]	Authorized	AMC	3291(1).8 - AMC - Precision	On Completion of the PAR. On completion of the PAR, the controller should use the appropriate facility to inform	N
3291[03](01)009	[03]	Authorized	AMC	3291(1).9 - AMC - Precision	PAR Azimuth-Only Approaches. Units may continue to provide PAR Azimuth- Only approaches as an alternative to	N
3291[03](01)010	[03]	Authorized	AMC	3291(1).10 - AMC - Precision	Track Merge. In situations where 2 Air System cross tracks in azimuth or elevation at the same range, and the tracks	N
3291[03](01)011	[03]	Authorized	AMC	3291(1).11 - AMC - Precision	Conflicting Tracks. In situations where the controller observes an un-notified radar contact on one element of the PAR	N
3291[03](01)012	[03]	Authorized	AMC	3291(1).12 - AMC - Precision	Controllers should only use 'Small A/C' setting as the use of the 'Large A/C' setting is not currently covered by the PAR	N
3291[03](01)013	[03]	Authorized	AMC	3291(1).13 - AMC - Precision	Controllers should not change Rain / Clear Mode during an approach. Rain mode should only be selected if the weather	N
3291[03](01)014	[03]	Authorized	AMC	3291(1).14 - AMC - Precision	On completion of a runway change, controllers should ensure that all runway change alerts are cleared prior to	N
3291[03](01)015	[03]	Authorized	AMC	3291(1).15 - AMC - Precision	Controllers should ensure that the whole of the Data Block is visible throughout the PAR.	N
3291[03](01)016	[03]	Authorized	GM	3291(1).16 - GM - Precision	Takeover of Control - Preparation. The PAR controller will signify their readiness to take over control of an Air System.	N
3291[03](01)017	[03]	Authorized	GM	3291(1).17 - GM - Precision	Takeover of Control - Actions. Once an Air System is handed over, the PAR controller will wait for the pilot's initial call.	N
3291[03](01)018	[03]	Authorized	GM	3291(1).18 - GM - Precision	Range Selection. Provided that the Air System's return and Data Block can be clearly seen, lower range scales can be	N
3291[03](01)019	[03]	Authorized	GM	3291(1).19 - GM - Precision	Range Information. The PAR controller will provide range information at 1 nm intervals for Air Systems 15-18 nm and ½	N
3291[03](01)020	[03]	Authorized	GM	3291(1).20 - GM - Precision	PAR Coverage. Due to the volume of airspace covered by the PAR, it is highly likely that a number of other radar	N

3291[03](01)021	[03]	Authorized	GM	3291(1).21 - GM - Precision	Track Merge. On some runways, additional radar returns or 'clutter' may be evident on a semi-permanent basis due to	N
3291[03](01)022	[03]	Authorized	GM	3291(1).22 - GM - Precision	Size of Returns. The size of the radar return remains constant throughout and is not dependent on the size of the Air	N
3291[03](01)023	[03]	Authorized	GM	3291(1).23 - GM - Precision	Data Block. A Data Block, designated by the controller, provides additional information and assists the controller in	N
3291[03](01)024	[03]	Authorized	GM	3291(1).24 - GM - Precision	Azimuth Control. Adjustments to heading in order to maintain the Air System on the CL will decrease as range	N
3291[03](01)025	[03]	Authorized	GM	3291(1).25 - GM - Precision	Elevation Control. In circumstances where a late handover has taken place, it is permissible for the PAR controller to	N
3291[03](01)026	[03]	Authorized	GM	3291(1).26 - GM - Precision	LSLLC. An LSLLC is provided on the elevation display to assist the controller in determining when an Air System is	N
3291[03](01)027	[03]	Authorized	GM	3291(1).27 - GM - Precision	An Air System approaching Decision Height / Decision Altitude below GP may approach the LSLLC before the criteria	N
3291[03](01)028	[03]	Authorized	GM	3291(1).28 - GM - Precision	Where possible, controllers will avoid passing instructions which result in coincident capture of centreline and GP to	N
3291[03](01)029	[03]	Authorized	GM	3291(1).29 - GM - Precision	Clearances. It is the responsibility of the PAR controller to ensure that a clearance appropriate to the type of approach is	N
3291[03](01)030	[03]	Authorized	GM	3291(1).30 - GM - Precision	Late Handovers. Controllers will consider carefully their allocation of priorities in order to resolve the situation, and will	N
3291[03](01)031	[03]	Authorized	GM	3291(1).31 - GM - Precision	Formations. Whilst Air Systems are in close formation, the PAR tracks the centre of the formation rather than displaying	N
3291[03](01)032	[03]	Authorized	GM	3291(1).32 - GM - Precision	Separation / Avoidance of Other Contacts. There are no separation minima to be maintained by the PAR controller as it	N
3291[03](01)033	[03]	Authorized	GM	3291(1).33 - GM - Precision	Built In Test Monitoring System. The PAR has a continuous Built In Test (BIT) monitoring system, which provides the	N
3291[03](01)034	[03]	Authorized	GM	3291(1).34 - GM - Precision	Moving Target Indicator (MTI) Marker. The PAR relies on the receipt of a continuous signal from the MTI Markers to	N
3291[03](01)035	[03]	Authorized	GM	3291(1).35 - GM - Precision	Aircraft Target Size. The PAR has 2 processing algorithms, 'Large A/C' and 'Small A/C'. The default algorithm for the	N
3291[03](01)036	[03]	Authorized	GM	3291(1).36 - GM - Precision	Rain / Clear Modes. The PAR has two modes of operation, CLEAR mode and RAIN mode. The purpose of RAIN mode	N
3291[03](01)037	[03]	Authorized	GM	3291(1).37 - GM - Precision	PAR Azimuth Only. Due to the manner in which PAR operates, it is highly unlikely that the elevation element of the	N
3291[03](02)	[03]	Authorized	Regulation	3291(2) - Regulation - Precision	Controllers shall not offer PAR approaches to civil pilots.	N
3291[03](02)038	[03]	Authorized	AMC	3291(2).38 - AMC - Precision	Controllers should not assume that a civil pilot has been authorised and trained to fly a PAR.	N
3291[03](02)039	[03]	Authorized	AMC	3291(2).39 - AMC - Precision	If the captain of a civil Air System specifically requests a PAR, the approach should be provided.	N
3291[03](02)040	[03]	Authorized	GM	3291(2).40 - GM - Precision	Nil.	N
3292[03]	[03]	Authorized	RA	3292 - RA (Issue 3) - Instrument	There is a requirement to provide a precision approach capability in poor weather conditions.	N
3292[03](01)	[03]	Authorized	Regulation	3292(1) - Regulation - Instrument	Controllers shall provide Instrument Landing Systems (ILS) monitoring in accordance with (iaw) specified procedures.	N
3292[03](01)001	[03]	Authorized	AMC	3292(1).1 - AMC - Instrument	Aviation Duty Holders should decide when ILS approaches are to be monitored and publish this information in Local /	N
3292[03](01)002	[03]	Authorized	AMC	3292(1).2 - AMC - Instrument	When a controller is providing monitoring of an ILS, they should:	N
3292[03](01)003	[03]	Authorized	AMC	3292(1).3 - AMC - Instrument	Approaching / Passing Decision Height / Decision Altitude. Warn the pilot that they are approaching theirDecision Height	N
3292[03](01)004	[03]	Authorized	AMC	3292(1).4 - AMC - Instrument	RN Units. Specific methods of obtaining and passing a clearance are employed at RN units and controllers operating at	N
3292[03](01)005	[03]	Authorized	AMC	3292(1).5 - AMC - Instrument	PAR Radar Fault / Failure. When a major alert, or a maintenance type minor alert such as "RADAR WORKING WITH	N
3292[03](01)006	[03]	Authorized	AMC	3292(1).6 - AMC - Instrument	Where ILS monitoring is mandatory, in the event that an approach has to be terminated due to a radar fault/failure the	N
3292[03](01)007	[03]	Authorized	AMC	3292(1).7 - AMC - Instrument	Loss of Radar Contact. In the majority of cases, a loss of radar contact will be accompanied with an appropriate	N
3292[03](01)008	[03]	Authorized	AMC	3292(1).8 - AMC - Instrument	If a radar contact is regained within 3 seconds, control of the Air System should be resumed provided the Air System is	N
3292[03](01)009	[03]	Authorized	AMC	3292(1).9 - AMC - Instrument	If a radar contact is regained after 3 seconds and / or outside 1 nm of the position that the contact was lost, the ILS	N
3292[03](01)010	[03]	Authorized	AMC	3292(1).10 - AMC - Instrument	On Completion of the ILS. On completion of the ILS, the controller should use the appropriate facility to inform Director	N
3292[03](01)011	[03]	Authorized	AMC	3292(1).11 - AMC - Instrument	Where PAR is being used for ILS monitor the Reset Default button should not be used to reset the display as the OBS	N
3292[03](01)012	[03]	Authorized	GM	3292(1).12 - GM - Instrument	Nil.	N
3293[06]	[06]	Authorized	RA Rationale	Surveillance Radar Approach	A Surveillance Radar Approach (SRA) ► is a non-precision approach that allows ◀ an Aircraft ► to conduct an	N
3294[01]	[01]	Authorized	RA	3294 - RA (Initial Issue) - Reporting	Hazardous flying conditions present a danger to all airspace users. Reporting and disseminating information about these	N
3294[01](01)	[01]	Authorized	Regulation	3294(1) - Regulation - Reporting of	Reports of hazardous flying conditions, received from Air Systems, shall be disseminated.	N
3294[01](01)001	[01]	Authorized	AMC	3294(1).1 - AMC - Reporting of	Action by Controllers. Controllers receiving reports of hazardous flying conditions from Air Systems should:	N
3294[01](01)002	[01]	Authorized	AMC	3294(1).2 - AMC - Reporting of	Action by Supervisors. On receipt of reports of hazardous flying conditions, supervisors should:	N
3294[01](01)003	[01]	Authorized	AMC	3294(1).3 - AMC - Reporting of	Subsequent Actions. Supervisors should either update reports, where	N
3295[01]	[01]	Authorized	RA	3295 - RA (Initial Issue) - Required	A Required Navigation Performance Approach (RNP APCH)[1] provides an Air System with the means of descending	N
3295[01](01)	[01]	Authorized	Regulation	3295(1) - Regulation - Required	Controllers shall control Air Systems electing to perform RNP APCH in accordance with (iaw) specified procedures.	N
3295[01](01)001	[01]	Authorized	AMC	3295(1).1 - AMC - Required	RNP APCH are pilot-interpreted precision and non-precision approaches and should be handled in the same way as	N
3295[01](01)002	[01]	Authorized	AMC	3295(1).2 - AMC - Required	Standard Air Traffic Control (ATC) procedures for sequencing and separating Air Systems should be applied at all times	N
3295[01](01)003	[01]	Authorized	AMC	3295(1).3 - AMC - Required	Air Systems should normally be cleared to an Initial Approach Fix (IAF) where the approach commences via the	N
3295[01](01)004	[01]	Authorized	AMC	3295(1).4 - AMC - Required	Once an approach has commenced, the Air Systems should be allowed to self position for the approach. Vectors	N
3295[01](01)005	[01]	Authorized	AMC	3295(1).5 - AMC - Required	Controllers should not issue, and pilots should not accept, vectors to any point inside the FAF at any time. When	N
3295[01](01)006	[01]	Authorized	AMC	3295(1).6 - AMC - Required	Altimeter Setting. RNP APCH Terminal Charts are published using 'altitude' constraints not height. QFE operations are	N

3295[01](01)007	[01]	Authorized	GM	3295(1).7 - GM - Required	Further information can be found in the following documents:	N
3295[01](01)008	[01]	Authorized	GM	3295(1).8 - GM - Required	Point-In-Space (PinS) RNP APCH. PinS RNP APCH are Helicopter-only approaches. They are shorter, steeper and	N
3301[02]	[02]	Authorized	RA	3301 - RA (Issue 2) - Meteorological	The availability of accurate, up-to-date meteorological (Met) information is crucial for the safe conduct of flights.	N
3301[02](01)	[02]	Authorized	Regulation	3301(1) - Regulation - Met	Controllers shall only use met information derived from official sources [1].	N
3301[02](01)001	[02]	Authorized	AMC	3301(1).1 - AMC - Met Information	Only met information derived from official sources should be used for Air Traffic Management (ATM) purposes.	N
3301[02](02)	[02]	Authorized	Regulation	3301(2) - Regulation - Met	Units shall arrange for specified met information to be available to controllers.	N
3301[02](02)003	[02]	Authorized	AMC	3301(2).3 - AMC - Met Information	Units should determine the level of met support required in accordance with JSP 465 Part 2 Volume 3, Guidance on	N
3301[02](02)004	[02]	Authorized	AMC	3301(2).4 - AMC - Met Information	Whenever met information is transcribed from any met form, the accuracy of the transcription should be independently,	N
3301[02](02)005	[02]	Authorized	AMC	3301(2).5 - AMC - Met Information	Where there are no Met Office trained staff at an Aerodrome, the Aerodrome QFE and QNH should be determined	N
3302[03]	[03]	Authorized	RA	Altimeter Settings	► Aircraft ◀ use altimeters to assess vertical distance from a specified datum; inaccurate altimeter settings may present	N
3302[03](01)	[03]	Authorized	Regulation	Altimeter Settings	3302(1) Controllers shall use appropriate altimeter pressure settings.	N
3302[03](01)001	[03]	Authorized	AMC	Altimeter Settings	1. Controllers should utilize the appropriate altimeter pressure setting for the provision of Air Traffic Services (ATS) and	N
3302[03](01)002	[03]	Authorized	AMC	Altimeter Settings	2. Controllers should ensure the correct altimeter pressure setting, as defined in Force Command or local orders, is set	N
3302[03](01)003	[03]	Authorized	AMC	Altimeter Settings	3. Where QFE is below 950 Hectopascals (hPa), QNE information should be provided to pilots of ► Aircraft ◀ whose	N
3302[03](01)004	[03]	Authorized	AMC	Altimeter Settings	4. When Aerodrome QNH is passed to ► Aircraft ◀, the message should include Aerodrome elevation or touchdown /	N
3302[03](01)005	[03]	Authorized	AMC	Altimeter Settings	5. TL. ATC units should establish the TL on the basis of the relationship between the Standard Altimeter Setting (SAS)	N
3302[03](01)006	[03]	Authorized	AMC	Altimeter Settings	6. The TL should be the lowest Flight Level available for use above the TA and should be at least 1000 ft above the TA	N
3302[03](01)007	[03]	Authorized	AMC	Altimeter Settings	7. TA. The TA should be the altitude at or below which the vertical position of an ► Aircraft ◀ is controlled by reference	N
3302[03](01)008	[03]	Authorized	AMC	Altimeter Settings	8. Transition Layer. The Transition Layer should be the airspace between the TA and the TL and is at least 1000 ft deep.	N
3302[03](01)009	[03]	Authorized	GM	Altimeter Settings	9. Hectopascals (hPa). hPa are the notified unit for measurement of pressure for flying within UK airspace. Altimeter	N
3302[03](01)010	[03]	Authorized	GM	Altimeter Settings	10. QFE. QFE is the corrected barometric pressure for a specified datum. When QFE is set on an altimeter sub-scale,	N
3302[03](01)011	[03]	Authorized	GM	Altimeter Settings	11. Aerodrome QNH. Aerodrome QNH is the observed pressure at an Aerodrome elevation corrected for temperature	N
3302[03](01)012	[03]	Authorized	GM	Altimeter Settings	12. Altimeter Setting Regions (ASR). The UK and its surrounding sea area are divided into a number of ASR, the	N
3302[03](01)013	[03]	Authorized	GM	Altimeter Settings	13. RPS. The RPS is the lowest forecast QNH within a designated altimeter setting region, and is used as an altitude	N
3302[03](01)014	[03]	Authorized	GM	Altimeter Settings	14. SAS. The SAS assumes a mean sea level pressure of 1013.25 hPa (29.92 inches). It is used for all flying above the	N
3302[03](01)015	[03]	Authorized	GM	Altimeter Settings	15. Force QNH. Force QNH is the lowest QNH forecast for an Operation / Exercise area for a defined time-period. It is	N
3302[03](01)016	[03]	Authorized	GM	Altimeter Settings	16. Pilots of ► Aircraft ◀ descending to fly at or below the TA may change from the SAS to the appropriate pressure	N
3311[01]	[01]	Authorized	RA	3311 - RA (Initial Issue) -	Air Systems with emergencies need to be afforded special attention by controllers.	N
3311[01](01)	[01]	Authorized	Regulation	3311(1) - Regulation - Controllers	Controllers shall offer as much assistance as possible to any Air System that is considered to be in an emergency	N
3311[01](01)001	[01]	Authorized	AMC	3311(1).1 - AMC - Controllers	On notification that an Air System is suffering an emergency, controllers should:	N
3311[01](01)002	[01]	Authorized	GM	3311(1).2 - GM - Controllers	Guidance on procedures for specific emergency procedures can be found in the Military Manual of Air Traffic	N
3312[02]	[02]	Authorized	RA Rationale	Overdue Action by Air Traffic	An Aircraft that has failed to arrive at an Aerodrome or has not established Radio Telephony (RT) communication by a	N
3312[02](01)	[02]	Authorized	Regulation	Overdue Action by Air Traffic	3312(1) In the event that an Aircraft becomes overdue, ATC personnel shall initiate overdue action.	N
3312[02](01)001	[02]	Authorized	AMC	Overdue Action by Air Traffic	1. An Aircraft should be considered overdue when the following circumstances exist:	N
3312[02](01)002	[02]	Authorized	AMC	Overdue Action by Air Traffic	2. If an Aircraft becomes overdue, ATC should pass all relevant details to:	N
3312[02](01)003	[02]	Authorized	AMC	Overdue Action by Air Traffic	3. Additionally, Controllers should initiate overdue action if they have any doubt regarding the Safety of an Aircraft.	N
3312[02](01)004	[02]	Authorized	GM	Overdue Action by Air Traffic	4. Subject to Aircraft endurance and activity, the Aviation Duty Holder or Accountable Manager (Military Flying) of military	N
3313[02]	[02]	Authorized	RA	3313 - RA (Issue 2) - Air System	Diversions may be required in the event that an Air System is unable to reach its intended destination or an Aerodrome	N
3313[02](01)	[02]	Authorized	Regulation	3313(1) - Regulation - Air System	Air System diversions shall only be initiated by authorised personnel.	N
3313[02](01)001	[02]	Authorized	AMC	3313(1).1 - AMC - Air System	Diversions should only be originated by:	N
3313[02](01)002	[02]	Authorized	AMC	3313(1).2 - AMC - Air System	Diversion Grades. The person ordering a diversion should ensure that the Commander is informed of the grade of, and	N
3313[02](01)003	[02]	Authorized	AMC	3313(1).3 - AMC - Air System	Grade 1 Diversion. A Grade 1 diversion is mandatory and should only be originated by the Air System Operating	N
3313[02](01)004	[02]	Authorized	AMC	3313(1).4 - AMC - Air System	Grade 2 Diversion. A Grade 2 diversion is advisory and should be originated by the Air System Operating Authority or by	N
3313[02](01)005	[02]	Authorized	GM	3313(1).5 - GM - Air System	Diverting Officers. In deciding whether a diversion Aerodrome is suitable, the officer ordering the diversion may consider	N
3313[02](01)006	[02]	Authorized	GM	3313(1).6 - GM - Air System	Commander. Air System Commanders requesting assistance in seeking a diversion are required to pass the following:	N
3313[02](01)007	[02]	Authorized	GM	3313(1).7 - GM - Air System	In the event of a Grade 2 diversion, a Commander will only continue to their original destination if, in the event of their	N
3313[02](01)008	[02]	Authorized	GM	3313(1).8 - GM - Air System	Procedures at an Air Traffic Control Radar Unit (ATCRU) or Control and Reporting Centre (CRC). When Air System	N
3313[02](01)009	[02]	Authorized	GM	3313(1).9 - GM - Air System	Procedures at an Aerodrome. Procedures at Aerodromes are as follows:	N
3500[05]	[05]	Authorized	RA	Aerodrome Design and	An Aerodrome is intended to be a safe place for ► Aircraft ◀ to operate from. Many factors need to be considered when	N

3500[05](01)	[05]	Authorized	Regulation	Aerodrome Design and	3500(1) Heads of Establishments (HoEs) and Aviation Duty HolderFacing organizations (ADH-Facing organizations)	N
3500[05](01)001	[05]	Authorized	AMC	Aerodrome Design and	1. The Regulations contained within RA 3501 - 3599 should be applied to the new construction, modification and	N
3500[05](01)002	[05]	Authorized	AMC	Aerodrome Design and	2. 'Modification' should include the use of Aerodrome facilities for purposes other than their intended use at construction,	N
3500[05](01)003	[05]	Authorized	AMC	Aerodrome Design and	3. Existing facilities that do not comply with the Regulations contained within RA 3501 - 3599 may present Aviation	N
3500[05](01)004	[05]	Authorized	AMC	Aerodrome Design and	4. The following should be included in assurance certification of major and minor work, where appropriate, to be	N
3500[05](01)005	[05]	Authorized	GM	Aerodrome Design and	5. For the avoidance of doubt, there is no requirement for facilities to be modified solely in order to meet new standards	N
3500[05](01)006	[05]	Authorized	GM	Aerodrome Design and	6. For existing legacy Aerodrome Design and Safeguarding non-compliances, there is also no requirement to apply for	N
3500[05](01)007	[05]	Authorized	GM	Aerodrome Design and	7. Where an existing non-compliance is managed through the AOHL, it is recommended that they are separated for	N
3500[05](01)008	[05]	Authorized	GM	Aerodrome Design and	8. International Civil Aviation Organization (ICAO), Civil Aviation Authority (CAA) and North Atlantic Treaty Organization	N
3500[05](01)009	[05]	Authorized	GM	Aerodrome Design and	9. Procurement of airfield infrastructure services, whether new works or Maintenance, is the responsibility of the Defence	N
3500[05](01)010	[05]	Authorized	GM	Aerodrome Design and	10. The following may be consulted in support of the requirements of RA 3501 - 3599:	N
3500[05](01)011	[05]	Authorized	GM	Aerodrome Design and	11. The NATO Standardization Agreements (STANAGs) implemented by RA 3501 - 3599 are shown in Figure 1:	N
3500[05](01)012	[05]	Authorized	GM	Aerodrome Design and	12. Guidance may be sought from MOD specialists as per Figure 2:	N
3500[05](01)013	[05]	Authorized	GM	Aerodrome Design and	13. Responsibilities for military Aerodrome design, standards, inspections and surveys are as per Figure 3:	N
3510[05]	[05]	Authorized	RA	3510 - RA (Issue 5) - Permanent	A Common Reference System, reference codes and aerodrome data are required to inform operators of the key	N
3510[05](01)	[05]	Authorized	Regulation	3510(1) - Regulation - Common	Heads of Establishments (HoEs) and Aviation Duty Holder (ADH)-Facing organizations shall use a Common Reference	N
3510[05](01)001	[05]	Authorized	AMC	3510(1).1 - AMC - Common	For a Horizontal reference system, the World Geodetic System - 1984 (WGS-84) should be used. Reported aeronautical	N
3510[05](01)002	[05]	Authorized	AMC	3510(1).2 - AMC - Common	For a Vertical reference system, Mean Sea Level should be used as the vertical reference system.	N
3510[05](01)003	[05]	Authorized	AMC	3510(1).3 - AMC - Common	For a Temporal reference system, the Gregorian calendar and Coordinated Universal Time (UTC) should be used.	N
3510[05](01)004	[05]	Authorized	GM	3510(1).4 - GM - Civil Equivalence.	This regulation is in line with International Civil Aviation Organization (ICAO) Annex 14 Vol I Section 1.3.	N
3510[05](02)	[05]	Authorized	Regulation	3510(2) - Regulation - Reference	HoEs and ADH-Facing organizations shall determine an aerodrome reference code in accordance with (iaw) the critical	N
3510[05](02)005	[05]	Authorized	AMC	3510(2).5 - AMC - Reference Codes	The aerodrome reference code numbers and letters should conform with the requirements in Table 1.	N
3510[05](02)006	[05]	Authorized	AMC	3510(2).6 - AMC - Reference Codes	The code number for element 1 should be determined from Table 1 by selecting the code number corresponding to the	N
3510[05](02)007	[05]	Authorized	AMC	3510(2).7 - AMC - Reference Codes	The code letter for element 2 should be determined from Table 1 by selecting the code letter which corresponds to the	N
3510[05](02)008	[05]	Authorized	GM	3510(2).8 - GM - Reference Codes	In addition to the reference codes, other Air System characteristics, such as Air System length and tail height, may have	N
3510[05](02)009	[05]	Authorized	GM	3510(2).9 - GM - Reference Codes	In practice an Air System exhibiting one or more of the most onerous characteristics is often referred to as the critical Air	N
3510[05](02)010	[05]	Authorized	GM	3510(2).10 - GM - Reference Codes	It is recognized that when planning and designing new aerodrome facilities (or reconfiguring existing areas of an	N
3510[05](02)012	[05]	Authorized	GM	3510(2).12 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 1.6.1-1.6.4.	N
3510[05](03)	[05]	Authorized	Regulation	3510(3) - Regulation - Aerodrome	HoEs and ADH-Facing organizations shall establish and report the following attributes to the aeronautical information	N
3510[05](03)013	[05]	Authorized	AMC	3510(3).13 - AMC - Aerodrome	The Aerodrome Reference point should be established for an aerodrome, be located near the initial or planned	N
3510[05](03)014	[05]	Authorized	AMC	3510(3).14 - AMC - Aerodrome	The Aerodrome and Runway Elevations should also include the geoid undulation at the aerodrome elevation, be	N
3510[05](03)015	[05]	Authorized	AMC	3510(3).15 - AMC - Aerodrome	The Aerodrome Reference Temperature should be determined for an aerodrome in degrees Celsius and be the monthly	N
3510[05](03)016	[05]	Authorized	AMC	3510(3).16 - AMC - Aerodrome	The following Aerodrome Dimensions and related information should be reported:	N
3510[05](03)017	[05]	Authorized	AMC	3510(3).17 - AMC - Aerodrome	The following geographical coordinates should be measured and reported to the aeronautical information services	N
3510[05](03)018	[05]	Authorized	AMC	3510(3).18 - AMC - Aerodrome	The following distances to the nearest metre or foot should be calculated and declared for an aerodrome:	N
3510[05](03)019	[05]	Authorized	AMC	3510(3).19 - AMC - Aerodrome	Information concerning the level of protection provided at an aerodrome for Aerodrome Rescue and Firefighting (ARFF)	N
3510[05](03)020	[05]	Authorized	AMC	3510(3).20 - AMC - Aerodrome	The following information concerning a visual approach slope indicator system installation should be made available:	N
3510[05](03)021	[05]	Authorized	AMC	3510(3).21 - AMC - Aerodrome	Aeronautical Data Quality (ADQ) requirements should be iaw ICAO Annex 14. Volume I, Appendix 5.	N
3510[05](03)022	[05]	Authorized	GM	3510(3).22 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 2.2 – 2.12.	N
3511[04]	[04]	Authorized	RA	3511 - RA (Issue 4) - Permanent	The physical characteristics of an aerodrome are defined to reduce the Risk to Life (RtL) associated with an Air System	N
3511[04](01)	[04]	Authorized	Regulation	3511(1) - Regulation - Pavement -	Heads of Establishments (HoEs) and Aviation Duty Holder (ADH) Facing organizations shall ensure that the Pavements	N
3511[04](01)001	[04]	Authorized	AMC	3511(1).1 - AMC - Bearing Strength.	The bearing strength of a pavement, including the runway, intended for Air Systems of All Up Mass (AUM) greater than	N
3511[04](01)002	[04]	Authorized	AMC	3511(1).2 - AMC - Bearing Strength.	For the purposes of determining the Aircraft Classification Number (ACN), the behaviour of a pavement should be	N
3511[04](01)003	[04]	Authorized	AMC	3511(1).3 - AMC - Bearing Strength.	Information on pavement type for ACN-PCN determination, subgrade strength category, maximum allowable tyre	N
3511[04](01)004	[04]	Authorized	AMC	3511(1).4 - AMC - Bearing Strength.	The bearing strength of a pavement intended for Air Systems of AUM equal to or less than 5700kg should be made	N
3511[04](01)005	[04]	Authorized	AMC	3511(1).5 - AMC - Overload	Overload operations should only be permitted by the Aerodrome Operator having considered the criteria contained in the	N
3511[04](01)006	[04]	Authorized	AMC	3511(1).6 - AMC - Friction Levels.	The surface of a taxiway should be constructed or resurfaced to provide suitable surface friction characteristics iaw	N
3511[04](01)007	[04]	Authorized	AMC	3511(1).7 - AMC - Surface	Except across the crown of a camber or across drainage channels, the finished surface of the wearing course should be	N
3511[04](01)008	[04]	Authorized	AMC	3511(1).8 - AMC - Surface	Maximum surface irregularities should be no more than those shown in Table 2.	N

3511[04](01)009	[04]	Authorized	GM	3511(1).9 - GM - Pavement –	Whilst the above considerations are important for all Air System movement areas, they are most critical for runways.	N
3511[04](01)010	[04]	Authorized	GM	3511(1).10 - GM - Pavement –	Detailed descriptions of the ACN-PCN method are given in the ICAO DOC 9157 Aerodrome Design Manual, Part 3 (2nd	N
3511[04](01)011	[04]	Authorized	GM	3511(1).11 - GM - Pavement –	Subgrade Strength Category Decode:	N
3511[04](01)012	[04]	Authorized	GM	3511(1).12 - GM - Pavement –	Unless a pavement is subject to extreme overloading it is unlikely to fail suddenly or catastrophically. Regular overload	N
3511[04](01)013	[04]	Authorized	GM	3511(1).13 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 2.6.1 – 2.6.8 and Attachment A.	N
3511[04](02)	[04]	Authorized	Regulation	3511(2) - Regulation - Runway -	HoEs and ADH Facing organizations shall ensure that the number, siting and orientation of runways are such that the	N
3511[04](02)014	[04]	Authorized	AMC	3511(2).14 - AMC - Runway -	The number, siting and orientation of runways should be such that the usability factor of the aerodrome would be not	N
3511[04](02)015	[04]	Authorized	GM	3511(2).15 - GM - Runway -	Factors affecting the determination of the orientation, siting, and number of runways include:	N
3511[04](02)016	[04]	Authorized	GM	3511(2).16 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I Attachment A.	N
3511[04](03)	[04]	Authorized	Regulation	3511(3) - Regulation - Runway -	HoEs and ADH Facing organizations shall ensure that the length of the runway provides declared distances adequate to	N
3511[04](03)017	[04]	Authorized	AMC	3511(3).17 - AMC - Length.	The following distances should be calculated to the nearest metre for each runway:	N
3511[04](03)018	[04]	Authorized	AMC	3511(3).18 - AMC - Length.	The length of the runway should be measured from the start of the runway pavement or where a transverse stripe	N
3511[04](03)019	[04]	Authorized	AMC	3511(3).19 - AMC - Length.	150m at each end of each runway should be of rigid construction to combat the effects of jet engine efflux.	N
3511[04](03)020	[04]	Authorized	AMC	3511(3).20 - AMC - Width.	The width of a runway should be not less than the appropriate dimension specified in the Table 3.	N
3511[04](03)021	[04]	Authorized	AMC	3511(3).21 - AMC - Width.	The width of the runway should be measured at the outside edge of the runway side stripe marking where provided, or	N
3511[04](03)022	[04]	Authorized	GM	3511(3).22 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 3.1.7 – 3.1.10.	N
3511[04](04)	[04]	Authorized	Regulation	3511(4) - Regulation - Runway -	HoEs and ADH Facing organizations shall ensure that the Runway physical characteristics are designed to enable the	N
3511[04](04)023	[04]	Authorized	AMC	3511(4).23 - AMC - Longitudinal	The longitudinal slope is computed by dividing the difference between the maximum and minimum elevation along the	N
3511[04](04)024	[04]	Authorized	AMC	3511(4).24 - AMC - Longitudinal	Along no portion of a runway should the longitudinal slope exceed:	N
3511[04](04)025	[04]	Authorized	AMC	3511(4).25 - AMC - Longitudinal	Where slope changes cannot be avoided, a slope change between two consecutive slopes should not exceed:	N
3511[04](04)026	[04]	Authorized	AMC	3511(4).26 - AMC - Longitudinal	The transition from one slope to another should be accomplished by a curved surface with a rate of change not	N
3511[04](04)027	[04]	Authorized	AMC	3511(4).27 - AMC - Longitudinal	Where slope changes on runways cannot be avoided, they should be such that there should be an unobstructed line of	N
3511[04](04)028	[04]	Authorized	AMC	3511(4).28 - AMC - Longitudinal	The distance between the points of intersection of two successive curves should be the greater of either:	N
3511[04](04)029	[04]	Authorized	AMC	3511(4).29 - AMC - Transverse	To promote the most rapid drainage of water, the runway surface should be cambered, except where a single cross fall	N
3511[04](04)030	[04]	Authorized	AMC	3511(4).30 - AMC - Transverse	For a cambered surface, the transverse slope on each side of the centre-line should be symmetrical. The transverse	N
3511[04](04)031	[04]	Authorized	AMC	3511(4).31 - AMC - Surface.	The surface of a paved runway should be constructed to provide good friction characteristics when the runway is wet.	N
3511[04](04)032	[04]	Authorized	AMC	3511(4).32 - AMC - Surface.	The average surface texture depth of a new surface should be not less than 1mm.	N
3511[04](04)033	[04]	Authorized	AMC	3511(4).33 - AMC - Surface.	If the surface is grooved or scored, the grooves or scorings should be either perpendicular to the runway centre-line or	N
3511[04](04)034	[04]	Authorized	AMC	3511(4).34 - AMC - Surface.	Except across the crown of a camber or across drainage channels, the finished surface of the wearing course should be	N
3511[04](04)035	[04]	Authorized	AMC	3511(4).35 - AMC - Runway Strips.	Location - a Runway Strip should extend before the threshold and beyond the end of the runway or stopway for a	N
3511[04](04)036	[04]	Authorized	AMC	3511(4).36 - AMC - Runway Strips.	Precision Approach Runway - a strip including a precision approach runway should extend on each side of the centre-	N
3511[04](04)037	[04]	Authorized	AMC	3511(4).37 - AMC - Runway Strips.	Non-Precision Approach Runway - a strip including a non-precision approach runway should extend on each side of the	N
3511[04](04)038	[04]	Authorized	AMC	3511(4).38 - AMC - Runway Strips.	A strip including a non-instrument runway should extend on each side of the centre-line of the runway and its extended	N
3511[04](04)039	[04]	Authorized	AMC	3511(4).39 - AMC - Runway Strips.	A longitudinal slope along a runway strip should be less than:	N
3511[04](04)040	[04]	Authorized	AMC	3511(4).40 - AMC - Runway Strips.	Longitudinal slope changes on a strip should be as gradual as practicable, and abrupt changes or sudden reversals of	N
3511[04](04)041	[04]	Authorized	AMC	3511(4).41 - AMC - Runway Strips.	Transverse slopes on that portion of a strip to be graded should be adequate to prevent accumulation of water on the	N
3511[04](04)042	[04]	Authorized	AMC	3511(4).42 - AMC - Runway Strips.	The transverse slopes of any portion of a strip beyond that to be graded should be less than an upward slope of 5% as	N
3511[04](04)043	[04]	Authorized	AMC	3511(4).43 - AMC - Runway Strips.	The strip should be of sufficient strength such that it does not hinder the movement of rescue and fire fighting vehicles.	N
3511[04](04)044	[04]	Authorized	AMC	3511(4).44 - AMC - Runway Strips.	That portion of a strip of a runway within a stated minimum distance from the centre-line and extended centre-line of the	N
3511[04](04)045	[04]	Authorized	AMC	3511(4).45 - AMC - Runway Strips.	The surface of that portion of a strip that abuts a runway, shoulder, or stopway should be flush with the surface of the	N
3511[04](04)046	[04]	Authorized	AMC	3511(4).46 - AMC - Runway Strips.	That portion of a strip to at least 30m before a threshold should be prepared against blast erosion to protect a landing Air	N
3511[04](04)047	[04]	Authorized	AMC	3511(4).47 - AMC - Runway Strips.	The graded portion of runway strips should be delethalized as indicated in Figure 1; the sub-surface ramp should be	N
3511[04](04)048	[04]	Authorized	AMC	3511(4).48 - AMC - Shoulders.	Runway shoulders should be provided for a runway where:	N
3511[04](04)049	[04]	Authorized	AMC	3511(4).49 - AMC - Shoulders.	The runway shoulders should extend symmetrically on each side of the runway so that the overall width of the runway	N
3511[04](04)050	[04]	Authorized	AMC	3511(4).50 - AMC - Shoulders.	The surface of the paved shoulder that abuts the runway should be flush with the surface of the runway and its	N
3511[04](04)051	[04]	Authorized	AMC	3511(4).51 - AMC - Shoulders.	A runway shoulder should be prepared or constructed to be capable, in the event of an Air System running off the	N
3511[04](04)052	[04]	Authorized	AMC	3511(4).52 - AMC - Shoulders.	The surface of a runway shoulder should be prepared to resist erosion and prevent the ingestion of the surface material	N
3511[04](04)053	[04]	Authorized	AMC	3511(4).53 - AMC - Shoulders.	Longitudinal slopes of shoulders should be as for the associated runway.	N
3511[04](04)054	[04]	Authorized	AMC	3511(4).54 - AMC - Clearways.	A Clearway, where provided, should be of adequate distance to meet the operational requirements for the Air System	N

3511[04](04)055	[04]	Authorized	AMC	3511(4).55 - AMC - Clearways.	The origin of a clearway should be at the end of the TORA.	N
3511[04](04)056	[04]	Authorized	AMC	3511(4).56 - AMC - Clearways.	The length of a clearway should not exceed half the length of the TORA.	N
3511[04](04)057	[04]	Authorized	AMC	3511(4).57 - AMC - Clearways.	A clearway should extend laterally to a distance of at least 75m on each side of the extended centre-line of the runway.	N
3511[04](04)058	[04]	Authorized	AMC	3511(4).58 - AMC - Clearways.	The ground in a clearway should not project above a plane having an upward slope of 1.25%, the lower limit of this	N
3511[04](04)059	[04]	Authorized	AMC	3511(4).59 - AMC - Clearways.	A clearway should remain within an aerodrome boundary unless obstacle control can be exercised over the additional	N
3511[04](04)060	[04]	Authorized	AMC	3511(4).60 - AMC - Stopway.	A stopway should have a length equal to the ASDA required, less the runway length, and be provided at both ends.	N
3511[04](04)061	[04]	Authorized	AMC	3511(4).61 - AMC - Stopway.	A stopway should have the same width as the runway with which it is associated including the runway shoulders if	N
3511[04](04)062	[04]	Authorized	AMC	3511(4).62 - AMC - Stopway.	Slopes and changes in slope on a stopway, and the transition from a runway to a stopway, should comply with the	N
3511[04](04)063	[04]	Authorized	AMC	3511(4).63 - AMC - Stopway.	A stopway should be prepared or constructed to be capable, in the event of an abandoned take-off, of supporting the Air	N
3511[04](04)064	[04]	Authorized	AMC	3511(4).64 - AMC - Stopway.	The surface of a paved stopway should be constructed to provide a good coefficient of friction to be compatible with that	N
3511[04](04)065	[04]	Authorized	AMC	3511(4).65 - AMC - Stopway.	Concrete blast pads, where provided, should be of sufficient size to prevent surface erosion and migration of foreign	N
3511[04](04)066	[04]	Authorized	AMC	3511(4).66 - AMC - Arrestor Net	The length of the Arrestor Net Barrier Overrun should allow for the full extension of the barrier type used.	N
3511[04](04)067	[04]	Authorized	AMC	3511(4).67 - AMC - Arrestor Net	The pavement construction for Arrestor Net Barrier Overruns should be designed as for a stopway except that a paved	N
3511[04](04)068	[04]	Authorized	AMC	3511(4).68 - AMC - Turn Pads.	A runway turn pad should:	N
3511[04](04)069	[04]	Authorized	AMC	3511(4).69 - AMC - Turn Pads.	The longitudinal and transverse slopes on a runway turn pad should be the same as those on the adjacent runway	N
3511[04](04)070	[04]	Authorized	AMC	3511(4).70 - AMC - Turn Pads.	The strength of a runway turn pad should be compatible with the adjoining runway which it serves.	N
3511[04](04)071	[04]	Authorized	AMC	3511(4).71 - AMC - Turn Pads.	The surface of a runway turn pad should:	N
3511[04](04)072	[04]	Authorized	AMC	3511(4).72 - AMC - Turn Pads.	The runway turn pad shoulders should:	N
3511[04](04)073	[04]	Authorized	AMC	3511(4).73 - AMC - Parallel Runway	Where parallel non-instrument runways are intended for simultaneous use, the minimum distance between their centre-	N
3511[04](04)074	[04]	Authorized	AMC	3511(4).74 - AMC - Parallel Runway	Where parallel instrument runways are intended for simultaneous use, the minimum distance between their centre-lines	N
3511[04](04)075	[04]	Authorized	AMC	3511(4).75 - AMC - Parallel Runway	For segregated parallel operations, the specified minimum distance should be:	N
3511[04](04)076	[04]	Authorized	AMC	3511(4).76 - AMC - Short Take Off	Runway dimensions (length and width) for STOL/VSTOL operations are laid down in respective Air System manuals and	N
3511[04](04)077	[04]	Authorized	GM	3511(4).77 - GM - Runway -	The slopes on a runway are intended to prevent the accumulation of water (or possible fluid contaminant) on the surface	N
3511[04](04)078	[04]	Authorized	GM	3511(4).78 - GM - Runway -	Slope changes are designed to reduce dynamic loads on the undercarriage system of the Air System. Minimising slope	N
3511[04](04)079	[04]	Authorized	GM	3511(4).79 - GM - Runway -	For precision approach runways, slopes in a specified area from the runway end, including the touchdown area, may be	N
3511[04](04)080	[04]	Authorized	GM	3511(4).80 - GM - Runway -	Caution may be needed when inserting runway lights or drainage grilles in runway surfaces to ensure that adequate	N
3511[04](04)081	[04]	Authorized	GM	3511(4).81 - GM - Runway -	Runway shoulders need to be capable of supporting the Air System using the runway without causing structural damage	N
3511[04](04)082	[04]	Authorized	GM	3511(4).82 - GM - Runway -	Runway shoulders are required because strong crosswinds may result in significant deviation from the runway centre-	N
3511[04](04)083	[04]	Authorized	GM	3511(4).83 - GM - Runway -	Paved shoulders may be authorised in special cases (eg for Air Systems with outrigger wheels on the wing-tips or where	N
3511[04](04)084	[04]	Authorized	GM	3511(4).84 - GM - Runway -	For runways where the code letter is D, there may be circumstances where the shoulder need not be paved. Where the	N
3511[04](04)085	[04]	Authorized	GM	3511(4).85 - GM - Runway -	If movements of 4-engined Air Systems with a code letter D or larger take place, the need for full paved width shoulders	N
3511[04](04)086	[04]	Authorized	GM	3511(4).86 - GM - Runway -	Because of transverse or longitudinal slopes on a runway, shoulder, or strip, in certain cases, the lower limit of the	N
3511[04](04)087	[04]	Authorized	GM	3511(4).87 - GM - Runway -	Abrupt upward changes in slope need to be avoided when the slope on the ground in a clearway is relatively small or	N
3511[04](04)088	[04]	Authorized	GM	3511(4).88 - GM - Runway -	A stopway needs to be designed to withstand at least a certain number of loadings of the Air System which the stopway	N
3511[04](04)089	[04]	Authorized	GM	3511(4).89 - GM - Runway -	When an Arrestor Net Barrier is provided, the length of the overrun beyond the barrier need not normally be included in	N
3511[04](04)090	[04]	Authorized	GM	3511(4).90 - GM - Runway -	Except that for independent parallel approaches, combinations of minimum distances and associated conditions other	N
3511[04](04)091	[04]	Authorized	GM	3511(4).91 - GM - Runway -	Procedures and facilities requirements for simultaneous operations on parallel or near-parallel instrument runways are	N
3511[04](04)092	[04]	Authorized	GM	3511(4).92 - GM - Runway -	Guidance on operating surface and strength characteristics may be obtained from global best practice where required,	N
3511[04](04)093	[04]	Authorized	GM	3511(4).93 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 3.1.13 – 3.1.23 and para 3.4.	N
3511[04](05)	[04]	Authorized	Regulation	3511(5) - Regulation - Runway –	HoEs and ADH Facing organizations shall ensure that Runway-End Safety Areas (RESA) shall be provided for all	N
3511[04](05)094	[04]	Authorized	AMC	3511(5).94 - AMC - Runway –	A RESA should extend from the end of a runway strip to a distance of at least 90m and should, as far as practicable,	N
3511[04](05)095	[04]	Authorized	AMC	3511(5).95 - AMC - Runway –	Where the code number is 1 or 2 and the runway is a non-instrument one the RESA should be at least 30m.	N
3511[04](05)096	[04]	Authorized	AMC	3511(5).96 - AMC - Runway –	A Safety Audit which takes account of adverse operational factors should be provided where the recommended	N
3511[04](05)097	[04]	Authorized	AMC	3511(5).97 - AMC - Runway –	The width of a RESA should be at least twice that of the associated runway and, wherever practicable, should be equal	N
3511[04](05)098	[04]	Authorized	AMC	3511(5).98 - AMC - Runway –	The longitudinal slopes of a RESA should be such that:	N
3511[04](05)099	[04]	Authorized	AMC	3511(5).99 - AMC - Runway –	The transverse slopes of a RESA should be such that:	N
3511[04](05)100	[04]	Authorized	AMC	3511(5).100 - AMC - Runway –	Engineered Materials Arrestor System (EMAS) or other arresting system designs should be supported by a validated	N
3511[04](05)101	[04]	Authorized	GM	3511(5).101 - GM - Runway –	It is recognised that achieving the recommended distance could present challenges. Therefore, the aim of this guidance	N
3511[04](05)102	[04]	Authorized	GM	3511(5).102 - GM - Runway –	Notwithstanding the provisions in this RA, the length of the RESA may be reduced where an arresting system is	N

3511[04](05)103	[04]	Authorized	GM	3511(5).103 - GM - Runway –	A RESA could provide an area long and wide enough, and suitable to contain overruns and undershoots resulting from	N
3511[04](05)104	[04]	Authorized	GM	3511(5).104 - GM - Runway –	Whatever length of RESA is provided, it is important to ensure that likelihood of, and potential impacts arising from, an	N
3511[04](05)105	[04]	Authorized	GM	3511(5).105 - GM - Runway –	The overrun is a complex risk to assess because there are several variables, such as prevailing weather, type of Air	N
3511[04](05)106	[04]	Authorized	GM	3511(5).106 - GM - Runway –	Aerodromes need to try to maximise the length of RESA available on all applicable runways. When considering the	N
3511[04](05)107	[04]	Authorized	GM	3511(5).107 - GM - Runway –	Measures may be considered that would reduce the severity of the consequences if an event occurs. Wherever	N
3511[04](05)108	[04]	Authorized	GM	3511(5).108 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 3.5.	N
3511[04](06)	[04]	Authorized	Regulation	3511(6) - Regulation - Taxiway -	HoEs and ADH Facing organizations shall ensure that the Taxiway physical characteristics are designed to enable the	N
3511[04](06)109	[04]	Authorized	AMC	3511(6).109 - AMC - Width.	The minimum clearance from the taxiway edge to the outer main wheel, with the Air System cockpit remaining on the	N
3511[04](06)110	[04]	Authorized	AMC	3511(6).110 - AMC - Width.	Filletts should be provided at junctions and intersections of taxiways with runways, aprons, and other taxiways to ensure	N
3511[04](06)111	[04]	Authorized	AMC	3511(6).111 - AMC - Width.	Straight portions of taxiway should have a width not less than:	N
3511[04](06)112	[04]	Authorized	AMC	3511(6).112 - AMC - Width.	Changes in direction of taxiways should be as few and small as possible.	N
3511[04](06)113	[04]	Authorized	AMC	3511(6).113 - AMC - Width.	The radii of the curves should be compatible with the manoeuvring capability and normal taxiing speeds of the Air	N
3511[04](06)114	[04]	Authorized	AMC	3511(6).114 - AMC - Strength.	The strength of taxiways should be at least equal to that of the runways that they serve.	N
3511[04](06)115	[04]	Authorized	AMC	3511(6).115 - AMC - Surface.	The surface of a taxiway should not have irregularities that cause damage to Air System structures.	N
3511[04](06)116	[04]	Authorized	AMC	3511(6).116 - AMC - Longitudinal	The longitudinal slope of a taxiway should not exceed:	N
3511[04](06)117	[04]	Authorized	AMC	3511(6).117 - AMC - Longitudinal	Where slope changes on a taxiway cannot be avoided, the transition from one slope to another slope should be	N
3511[04](06)118	[04]	Authorized	AMC	3511(6).118 - AMC - Longitudinal	Where a change in slope on a taxiway cannot be avoided, the change should be such that, from any point:	N
3511[04](06)119	[04]	Authorized	AMC	3511(6).119 - AMC - Longitudinal	The distance between the tangent points of gradient changes should be no less than 150m.	N
3511[04](06)120	[04]	Authorized	AMC	3511(6).120 - AMC - Transverse	The transverse slopes of a taxiway should be sufficient to prevent the accumulation of water on the surface of the	N
3511[04](06)121	[04]	Authorized	AMC	3511(6).121 - AMC - Strips.	A taxiway strip should extend symmetrically on each side of the centre-line of the taxiway throughout the length of the	N
3511[04](06)122	[04]	Authorized	AMC	3511(6).122 - AMC - Strips.	The centre portion of a taxiway strip should provide a graded area to a distance from the centre-line of the taxiway of at	N
3511[04](06)123	[04]	Authorized	AMC	3511(6).123 - AMC - Strips.	The surface of the taxiway strip should be flush at the edge of the taxiway or shoulder if provided.	N
3511[04](06)124	[04]	Authorized	AMC	3511(6).124 - AMC - Strips.	The graded portion of a taxiway strip should have an upward transverse slope no greater than:	N
3511[04](06)125	[04]	Authorized	AMC	3511(6).125 - AMC - Strips.	The upward slope should be measured with reference to the transverse slope of the adjacent taxiway surface and not	N
3511[04](06)126	[04]	Authorized	AMC	3511(6).126 - AMC - Strips.	The graded portion of a taxiway strip should have a downward transverse slope no greater than 5% measured with	N
3511[04](06)127	[04]	Authorized	AMC	3511(6).127 - AMC - Strips.	The transverse slopes on any portion of a taxiway strip beyond that to be graded should have an upward or downward	N
3511[04](06)128	[04]	Authorized	AMC	3511(6).128 - AMC - Shoulders.	Straight portions of a taxiway should be provided with shoulders which extend symmetrically on each side of the taxiway	N
3511[04](06)129	[04]	Authorized	AMC	3511(6).129 - AMC - Shoulders.	On taxiway curves and on junctions or intersections where increased pavement is provided, the shoulder width should	N
3511[04](06)130	[04]	Authorized	AMC	3511(6).130 - AMC - Shoulders.	When a taxiway is intended to be used by turbine-engine Air Systems, the surface of the taxiway shoulder should be	N
3511[04](06)131	[04]	Authorized	AMC	3511(6).131 - AMC - Shoulders.	Taxiway shoulder transverse slopes should be between -1.5 and +3%.	N
3511[04](06)132	[04]	Authorized	AMC	3511(6).132 - AMC - Shoulders.	Longitudinal slopes of shoulders should be as for the associated taxiway iaw RA 3511(4)[5].	N
3511[04](06)133	[04]	Authorized	AMC	3511(6).133 - AMC - Parallel	A Risk Assessment should be completed to support operations from a parallel taxiway.	N
3511[04](06)134	[04]	Authorized	AMC	3511(6).134 - AMC - Parallel	If provided, an aerodrome should have only one parallel taxiway assigned for the purpose of allowing take-offs and	N
3511[04](06)135	[04]	Authorized	AMC	3511(6).135 - AMC - Parallel	The design of a parallel taxiway that can be used for take-off and landing, should conform to the specifications as	N
3511[04](06)136	[04]	Authorized	AMC	3511(6).136 - AMC - Parallel	The surface of a paved parallel taxiway that can be used for take-off and landing should be constructed to provide good	N
3511[04](06)137	[04]	Authorized	AMC	3511(6).137 - AMC - Parallel	The taxiway should be of sufficient strength to support normal operations of the Air System intended for use at the	N
3511[04](06)138	[04]	Authorized	AMC	3511(6).138 - AMC - Separation	The separation distance between the centre-line of a taxiway and the centre-line of a runway, the centre-line of a parallel	N
3511[04](06)139	[04]	Authorized	AMC	3511(6).139 - AMC - Holding	Holding bays or other bypasses of sufficient size and adequate construction should be provided where necessary, to	N
3511[04](06)140	[04]	Authorized	AMC	3511(6).140 - AMC - Holding	A runway-holding position or positions should be established:	N
3511[04](06)141	[04]	Authorized	AMC	3511(6).141 - AMC - Holding	An intermediate holding position should be established on a taxiway at any point other than a runway-holding position	N
3511[04](06)142	[04]	Authorized	AMC	3511(6).142 - AMC - Holding	An emergency access road should be equipped with road-holding positions at all intersections with runways and	N
3511[04](06)143	[04]	Authorized	AMC	3511(6).143 - AMC - Holding	A road-holding position should be established at each intersection of a road with a runway.	N
3511[04](06)144	[04]	Authorized	AMC	3511(6).144 - AMC - Holding	The distance between a holding bay, runway-holding position established at a taxiway/runway intersection or road-	N
3511[04](06)145	[04]	Authorized	AMC	3511(6).145 - AMC - Holding	At elevations greater than 700m, the distance of 90m specified in Table 7 for a precision approach runway code number	N
3511[04](06)146	[04]	Authorized	GM	3511(6).146 - GM - Taxiway -	Due consideration needs to be given to the fact that a taxiway may be subjected to a greater density of traffic and as a	N
3511[04](06)147	[04]	Authorized	GM	3511(6).147 - GM - Taxiway -	Where slope changes specified above are not achieved and slopes on a taxiway cannot be avoided, the transition from	N
3511[04](06)148	[04]	Authorized	GM	3511(6).148 - GM - Taxiway -	Paved shoulders may be authorised in special cases (eg for Air Systems with outrigger wheels on the wing-tips or where	N
3511[04](06)149	[04]	Authorized	GM	3511(6).149 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I paras 3.9 – 3.12.	N
3511[04](07)	[04]	Authorized	Regulation	3511(7) - Regulation - Aprons	HoEs and ADH Facing organizations shall ensure that Aprons are adequate to permit safe and expeditious handling of	N

3511[04](07)150	[04]	Authorized	AMC	3511(7).150 - AMC - Size.	For Dispersed Stands and Hangar/Hardened Aircraft Shelter (HAS) Aprons, the size of the apron should be no less than	N
3511[04](07)151	[04]	Authorized	AMC	3511(7).151 - AMC - Clearance.	An Air System stand should provide the following minimum clearances between an Air System using the stand and any	N
3511[04](07)153	[04]	Authorized	AMC	3511(7).153 - AMC - Strength.	The strength of aprons should be at least equal to that of the runways that they serve.	N
3511[04](07)154	[04]	Authorized	AMC	3511(7).154 - AMC - Surface.	The surface of an apron should be constructed or resurfaced to provide suitable surface friction characteristics iaw ICAO	N
3511[04](07)155	[04]	Authorized	AMC	3511(7).155 - AMC - Slope.	The design of slopes should direct spilled fuel away from buildings and apron service areas. Where such slopes are	N
3511[04](07)156	[04]	Authorized	AMC	3511(7).156 - AMC - Slope.	On an Air System stand the maximum slope should be no greater than 1% in any direction.	N
3511[04](07)157	[04]	Authorized	AMC	3511(7).157 - AMC - Slope.	Where the slope limitation of 1% on the stands cannot be achieved, the slope should be kept as shallow as possible and	N
3511[04](07)158	[04]	Authorized	AMC	3511(7).158 - AMC - Strip.	For aprons and dispersed stands, the apron strip should extend no less than 15m from edge of paved surface.	N
3511[04](07)159	[04]	Authorized	AMC	3511(7).159 - AMC - Strip.	For Hangar/HAS aprons, the apron strip should extend no less than the greater of:	N
3511[04](07)160	[04]	Authorized	AMC	3511(7).160 - AMC - Shoulder.	Apron shoulders should extend no less than 3m from the edge of the paved surface.	N
3511[04](07)161	[04]	Authorized	GM	3511(7).161 - GM - Aprons	The amount of area required for an apron layout will depend upon the following factors:	N
3511[04](07)162	[04]	Authorized	GM	3511(7).162 - GM - Aprons	Due consideration needs to be given to the fact that an apron may be subjected to a greater density of traffic and as a	N
3511[04](07)163	[04]	Authorized	GM	3511(7).163 - GM - Aprons	Slopes on aprons have the same purpose as other pavement slopes, to prevent the accumulation of water (or possible	N
3511[04](07)164	[04]	Authorized	GM	3511(7).164 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I 3.13.	N
3512[03]	[03]	Authorized	RA Rationale	Permanent Fixed Wing Aerodrome -	The presence of obstacles such as trees, buildings or cranes, in and around an Aerodrome could affect the safe	N
3512[03](01)	[03]	Authorized	Regulation	Obstacle Limitation Surfaces	3512(1) Heads of Establishments (HoEs) and Aviation Duty HolderFacing Organizations (ADH-Facing Organizations)	N
3512[03](01)001	[03]	Authorized	AMC	Obstacle Limitation Surfaces	1. ► The outer horizontal surface is of particular importance for safe operations in areas of high ground or where there	N
3512[03](01)002	[03]	Authorized	AMC	Obstacle Limitation Surfaces	2. The conical surface should:	N
3512[03](01)003	[03]	Authorized	AMC	Obstacle Limitation Surfaces	3. The inner horizontal surface should:	N
3512[03](01)004	[03]	Authorized	AMC	Obstacle Limitation Surfaces	4. The approach surface should:	N
3512[03](01)005	[03]	Authorized	AMC	Obstacle Limitation Surfaces	5. The transitional surface should:	N
3512[03](01)006	[03]	Authorized	AMC	Obstacle Limitation Surfaces	6. The take-off Climb Surface should:	N
3512[03](01)007	[03]	Authorized	AMC	Obstacle Limitation Surfaces	7. Objects which do not project through the approach surface, but which would nevertheless adversely affect the	N
3512[03](01)008	[03]	Authorized	GM	Obstacle Limitation Surfaces	8. The purpose of the transitional surface is to define the limit of the area available for buildings, other structures or	N
3512[03](01)009	[03]	Authorized	GM	Obstacle Limitation Surfaces	9. The purpose of the take-off Climb Surface is to protect an ► Aircraft ◀ on takeoff and during climb-out.	N
3512[03](01)010	[03]	Authorized	GM	Obstacle Limitation Surfaces	10. Objects which penetrate the OLS may, in certain circumstances, cause an increase in the Obstacle Clearance	N
3512[03](01)011	[03]	Authorized	GM	Obstacle Limitation Surfaces	11. This Regulation is in line with International Civil Aviation Organization (ICAO) Annex 14 Vol I para 4.1.	N
3512[03](02)	[03]	Authorized	Regulation	Obstacle Free Zones	3512(2) HoEs and ADH-Facing Organizations shall ensure that the Obstacle Free Zone is established, consisting of the	N
3512[03](02)012	[03]	Authorized	AMC	Obstacle Free Zones	12. The inner approach surface should:	N
3512[03](02)013	[03]	Authorized	AMC	Obstacle Free Zones	13. The inner transitional surface should:	N
3512[03](02)014	[03]	Authorized	AMC	Obstacle Free Zones	14. The balked landing surface should:	N
3512[03](02)015	[03]	Authorized	AMC	Obstacle Free Zones	15. Only frangible mounted obstacles, such as Aerodrome Ground Lighting (AGL) fittings, which are operationally	N
3512[03](02)016	[03]	Authorized	GM	Obstacle Free Zones	16. The Obstacle Free Zones surfaces are not calculated or mapped for safeguarding purposes.	N
3512[03](02)017	[03]	Authorized	GM	Obstacle Free Zones	17. This Regulation is in line with ICAO Annex 14 Vol I para 4.1.	N
3512[03](03)	[03]	Authorized	Regulation	Obstacle Limitation Surfaces	3512(3) HoEs and ADH-Facing Organizations shall ensure that the following obstacle limitation surfaces are established	N
3512[03](03)018	[03]	Authorized	AMC	Obstacle Limitation Surfaces	18. The heights and slopes of the OLS should be in accordance with (iaw) those specified in Annex A.	N
3512[03](03)019	[03]	Authorized	AMC	Obstacle Limitation Surfaces	19. New objects or extensions of existing objects should not be permitted above an approach surface within 3000 m of	N
3512[03](03)020	[03]	Authorized	AMC	Obstacle Limitation Surfaces	20. New objects or extensions of existing objects should not be permitted above the conical surface, inner horizontal	N
3512[03](03)021	[03]	Authorized	AMC	Obstacle Limitation Surfaces	21. Existing objects above any of the conical surface, inner horizontal surface, approach surface and transitional	N
3512[03](03)022	[03]	Authorized	GM	Obstacle Limitation Surfaces	22. In considering proposed construction, account may be taken of the possible future development of an instrument	N
3512[03](03)023	[03]	Authorized	GM	Obstacle Limitation Surfaces	23. This Regulation is in line with ICAO Annex 14 Vol I para 4.2.	N
3512[03](04)	[03]	Authorized	Regulation	Obstacle Limitation Surfaces	3512(4) HoEs and ADH-Facing Organizations shall establish the following OLS for a non-precision approach Runway,	N
3512[03](04)024	[03]	Authorized	AMC	Obstacle Limitation Surfaces	24. The heights and slopes of the OLS should be iaw those specified in Annex A.	N
3512[03](04)025	[03]	Authorized	AMC	Obstacle Limitation Surfaces	25. The approach surface should be horizontal beyond the point at which the 2.5% slope intersects the higher of: a. A	N
3512[03](04)026	[03]	Authorized	AMC	Obstacle Limitation Surfaces	26. New objects or extensions of existing objects should not be permitted:	N
3512[03](04)027	[03]	Authorized	AMC	Obstacle Limitation Surfaces	27. Existing objects above any of the surfaces required by ► this RA ◀ should be removed except when the object would	N
3512[03](04)028	[03]	Authorized	GM	Obstacle Limitation Surfaces	28. This Regulation is in line with ICAO Annex 14 Vol I para 4.2.	N
3512[03](05)	[03]	Authorized	Regulation	Obstacle Limitation Surfaces	3512(5) HoEs and ADH-Facing Organizations shall establish OLS for the following on a Precision Approach Runway	N
3512[03](05)029	[03]	Authorized	AMC	Obstacle Limitation Surfaces	29. The heights and slopes of the surfaces should not be greater than, and their other dimensions should not be less	N

3512[03](05)030	[03]	Authorized	AMC	Obstacle Limitation Surfaces	30. The approach surface should be horizontal beyond the point at which the 2.5% slope intersects the higher of: a. A	N
3512[03](05)031	[03]	Authorized	AMC	Obstacle Limitation Surfaces	31. Fixed objects should not be permitted above the inner approach surface, the inner transitional surface or the balked	N
3512[03](05)032	[03]	Authorized	AMC	Obstacle Limitation Surfaces	32. New objects or extensions of existing objects should not be permitted:	N
3512[03](05)033	[03]	Authorized	AMC	Obstacle Limitation Surfaces	33. Existing objects above an approach surface, a transitional surface, the conical surface and inner horizontal surface	N
3512[03](05)034	[03]	Authorized	GM	Obstacle Limitation Surfaces	34. This Regulation is in line with ICAO Annex 14 Vol I para 4.2.	N
3512[03](06)	[03]	Authorized	Regulation	Obstacle Limitation Surfaces	3512(6) HoEs and ADH-Facing Organizations shall establish the following OLS for a Precision Approach Runway	N
3512[03](06)035	[03]	Authorized	AMC	Obstacle Limitation Surfaces	35. The heights and slopes of the surfaces should not be greater than, and their other dimensions should not be less	N
3512[03](06)036	[03]	Authorized	AMC	Obstacle Limitation Surfaces	36. The approach surface should be horizontal beyond the point at which the 2.5% slope intersects the higher of:	N
3512[03](06)037	[03]	Authorized	AMC	Obstacle Limitation Surfaces	37. Fixed objects should not be permitted above the inner approach surface, the inner transitional surface or the balked	N
3512[03](06)038	[03]	Authorized	AMC	Obstacle Limitation Surfaces	38. New objects or extensions of existing objects should not be permitted above an approach surface within 3000 m of	N
3512[03](06)039	[03]	Authorized	AMC	Obstacle Limitation Surfaces	39. New objects or extensions of existing objects should not be permitted above the conical surface, the inner horizontal	N
3512[03](06)040	[03]	Authorized	AMC	Obstacle Limitation Surfaces	40. Existing objects above an approach surface, a transitional surface, the conical surface and inner horizontal surface	N
3512[03](06)041	[03]	Authorized	GM	Obstacle Limitation Surfaces	41. This Regulation is in line with ICAO Annex 14 Vol I para 4.2.	N
3512[03](07)	[03]	Authorized	Regulation	Obstacle Limitation Surfaces	3512(7) HoEs and ADH-Facing Organizations shall establish a takeoff climb surface for a Runway meant for take-off.	N
3512[03](07)042	[03]	Authorized	AMC	Obstacle Limitation Surfaces	42. The dimensions of the surface should not be less than the dimensions specified in Annex B, except that a lesser	N
3512[03](07)043	[03]	Authorized	AMC	Obstacle Limitation Surfaces	43. New objects or extensions of existing objects should not be permitted above a take-off climb surface except when	N
3512[03](07)044	[03]	Authorized	AMC	Obstacle Limitation Surfaces	44. Existing objects that extend above a take-off climb surface should, as far as practicable, be removed except when	N
3512[03](07)045	[03]	Authorized	GM	Obstacle Limitation Surfaces	45. This Regulation is in line with ICAO Annex 14 Vol I para 4.2.	N
3512[03](08)	[03]	Authorized	Regulation	Objects Outside the Obstacle	3512(8) HoEs and ADH-Facing Organizations shall ensure that proposed construction beyond the limits of the OLS are	N
3512[03](08)046	[03]	Authorized	AMC	Objects Outside the Obstacle	46. Construction outside the vertical or lateral limits of the OLS, which may constitute a Hazard to ► Aircraft ◀ should be	N
3512[03](08)047	[03]	Authorized	AMC	Objects Outside the Obstacle	47. Objects which extend to a height of 150 m or more above ground elevation should be regarded as obstacles, unless	N
3512[03](08)048	[03]	Authorized	GM	Objects Outside the Obstacle	48. This Regulation is in line with ICAO Annex 14 Vol I para 4.3.	N
3513[03]	[03]	Authorized	RA Rationale	Permanent Fixed Wing Aerodrome -	There are occasions when information is not available through radio communication. If the information is not otherwise	N
3513[03](01)	[03]	Authorized	Regulation	Wind Direction Indicator	3513(1) Heads of Establishments (HoEs) and Aviation Duty HolderFacing Organizations (ADH-Facing Organizations)	N
3513[03](01)001	[03]	Authorized	AMC	Wind Direction Indicator	1. Each wind direction indicator should be located so ► ◀ at least one ► ◀ is visible from ► Aircraft ◀ in flight, during	N
3513[03](01)002	[03]	Authorized	AMC	Wind Direction Indicator	2. Wind direction indicators should:	N
3513[03](01)003	[03]	Authorized	AMC	Wind Direction Indicator	3. ► At least one illuminated wind direction indicator should be provided where there is a requirement for night flying, to	N
3513[03](01)004	[03]	Authorized	GM	Wind Direction Indicator	4. A single colour may be used.	N
3513[03](01)005	[03]	Authorized	GM	Wind Direction Indicator	5. Where a combination of two colours is required to give adequate conspicuity against changing backgrounds, they	N
3513[03](01)006	[03]	Authorized	GM	Wind Direction Indicator	6. This Regulation is in line with International Civil Aviation Organization (ICAO) Annex 14 Vol I para 5.1.1.	N
3513[03](02)	[03]	Authorized	Regulation	Landing Direction Indicator	3513(2) HoEs and ADH-Facing Organizations shall ensure that, where provided, a landing direction indicator is located	N
3513[03](02)007	[03]	Authorized	AMC	Landing Direction Indicator	7. The landing direction indicator should:	N
3513[03](02)008	[03]	Authorized	AMC	Landing Direction Indicator	8. This Regulation is in line with ICAO Annex 14 Vol I para 5.1.2.	N
3513[03](03)	[03]	Authorized	Regulation	Aerodrome Identification from the	3513(3) HoEs and ADH-Facing Organizations shall ensure that the Aerodrome is readily identifiable from the air.	N
3513[03](03)009	[03]	Authorized	AMC	Aerodrome Identification ► from the	9. Where provided, the MOD airfield bigram identification should be displayed on the Aerodrome side of the Air Traffic	N
3513[03](03)010	[03]	Authorized	AMC	Aerodrome Identification ► from the	10. The letters should be 6 m by 3.6 m painted white on a black background.	N
3513[03](03)011	[03]	Authorized	GM	Aerodrome Identification ► from the	11. Nil.	N
3513[03](04)	[03]	Authorized	Regulation	Signalling Lamp	3513(4) HoEs and ADH-Facing Organizations shall ensure that a signalling lamp is provided in the Aerodrome control	N
3513[03](04)012	[03]	Authorized	AMC	Signalling Lamp	12. The signalling lamp should:	N
3513[03](04)013	[03]	Authorized	GM	Signalling Lamp	13. This Regulation is in line with ICAO Annex 14 Vol I para 5.1.3.	N
3514[03]	[03]	Authorized	RA	3514 - RA (Issue 3) - Permanent	Movement around an aerodrome and understanding of an aerodrome layout is essential for safe operations. Any	N
3514[03](01)	[03]	Authorized	Regulation	3514(1) - Regulation - General	Heads of Establishments (HoEs) and Aviation Duty Holder (ADH) Facing organizations shall ensure that clearly defined	N
3514[03](01)001	[03]	Authorized	AMC	3514(1).1 - AMC - General	Runway markings should be white.	N
3514[03](01)002	[03]	Authorized	AMC	3514(1).2 - AMC - General	Markings for taxiways, runway turn pads and Air System stands should be yellow.	N
3514[03](01)003	[03]	Authorized	AMC	3514(1).3 - AMC - General	Apron safety lines should be of a conspicuous colour which should contrast with that used for Air System stand	N
3514[03](01)004	[03]	Authorized	AMC	3514(1).4 - AMC - General	Black outlining (at least 0.15m in width) should be provided where there is insufficient background contrast.	N
3514[03](01)005	[03]	Authorized	AMC	3514(1).5 - AMC - General	At aerodromes where operations take place at night, pavement markings should be made with reflective materials	N
3514[03](01)006	[03]	Authorized	AMC	3514(1).6 - AMC - General	At the intersection of two (or more) runways the markings of the more important runway should be displayed and the	N
3514[03](01)007	[03]	Authorized	AMC	3514(1).7 - AMC - General	At the intersection of a runway and a taxiway the markings of the runway should be displayed and the markings of the	N

3514[03](01)008	[03]	Authorized	AMC	3514(1).8 - AMC - General	Colour and discrimination requirements for all objects should be as detailed in International Civil Aviation Organization	N
3514[03](01)009	[03]	Authorized	AMC	3514(1).9 - AMC - General	All markings on paved runways should have friction values not less than the friction assessment Minimum Friction Level	N
3514[03](01)010	[03]	Authorized	AMC	3514(1).10 - AMC - General	Markings on aprons and taxiways should be made with materials having similar wet friction qualities to those of the	N
3514[03](01)011	[03]	Authorized	GM	3514(1).11 - GM - General	At the intersection of two runways, the runway side stripe marking of the main runway may either be continued across	N
3514[03](01)012	[03]	Authorized	GM	3514(1).12 - GM - General	The order of importance of runways for the display of runway markings may be defined as follows:	N
3514[03](01)013	[03]	Authorized	GM	3514(1).13 - GM - General	Colour specifications for paints can be found in BS 381C and colour specifications for signs and surface markings are	N
3514[03](01)014	[03]	Authorized	GM	3514(1).14 - GM - General	Requirements for the friction characteristics on a runway are detailed in RA3590[1].	N
3514[03](01)015	[03]	Authorized	GM	3514(1).15 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 5.2.1.	N
3514[03](02)	[03]	Authorized	Regulation	3514(2) - Regulation - Runway	HoEs and ADH Facing organizations shall ensure that all paved runways are provided with markings for Runway	N
3514[03](02)016	[03]	Authorized	AMC	3514(2).16 - AMC - Runway	Runway Designation Markings should:	N
3514[03](02)017	[03]	Authorized	AMC	3514(2).17 - AMC - Runway	Runway Centre-Line Markings should:	N
3514[03](02)018	[03]	Authorized	AMC	3514(2).18 - AMC - Runway	Threshold Markings should:	N
3514[03](02)019	[03]	Authorized	AMC	3514(2).19 - AMC - Runway	Permanently displaced runway thresholds should:	N
3514[03](02)020	[03]	Authorized	AMC	3514(2).20 - AMC - Runway	Temporarily displaced runway thresholds should:	N
3514[03](02)021	[03]	Authorized	AMC	3514(2).21 - AMC - Runway	Runway Side Stripe Markings should:	N
3514[03](02)022	[03]	Authorized	AMC	3514(2).22 - AMC - Runway	At an intersection of two (or more) runways the markings of the main runway, except for the runway side stripe marking,	N
3514[03](02)023	[03]	Authorized	GM	3514(2).23 - GM - Runway	Where edge light units are located along the extremity of the declared runway width, the runway strip markings may be	N
3514[03](02)024	[03]	Authorized	GM	3514(2).24 - GM - Runway	Edge light units may be placed along the edge of the load-bearing pavement, with the outer edge of the marking	N
3514[03](02)025	[03]	Authorized	GM	3514(2).25 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 5.2.2. – 5.2.4.	N
3514[03](03)	[03]	Authorized	Regulation	3514(3) - Regulation - Aiming Point	HoEs and ADH Facing organizations shall ensure that Aiming Point Markings are provided on a paved instrument	N
3514[03](03)026	[03]	Authorized	AMC	3514(3).26 - AMC - Aiming Point	Aiming Point Markings should:	N
3514[03](03)027	[03]	Authorized	AMC	3514(3).27 - AMC - Aiming Point	Touchdown Zone Markings should:	N
3514[03](03)028	[03]	Authorized	AMC	3514(3).28 - AMC - Aiming Point	Where Aiming Point and Touchdown Zone Markings are not provided, their absence should be clearly communicated in	N
3514[03](03)030	[03]	Authorized	GM	3514(3).30 - GM - Aiming Point and	Aiming Point and Touchdown Zone markings constitute large areas of painted surface and therefore reduced friction	N
3514[03](03)031	[03]	Authorized	GM	3514(3).31 - GM - Aiming Point and	Aiming Point and Touchdown Zone Markings may be omitted where it is assessed that Risk to Life will be increased by	N
3514[03](03)032	[03]	Authorized	GM	3514(3).32 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 5.2.5. and 5.2.6.	N
3514[03](04)	[03]	Authorized	Regulation	3514(4) - Regulation - Taxiway	HoEs and ADH Facing organizations shall ensure that Taxiway Markings are provided on paved taxiways, de-icing / anti-	N
3514[03](04)033	[03]	Authorized	AMC	3514(4).33 - AMC - Taxiway	Taxiway centre-line markings should:	N
3514[03](04)034	[03]	Authorized	AMC	3514(4).34 - AMC - Taxiway	Taxiway side stripe markings should:	N
3514[03](04)035	[03]	Authorized	AMC	3514(4).35 - AMC - Taxiway	Runway turn pad markings should:	N
3514[03](04)036	[03]	Authorized	AMC	3514(4).36 - AMC - Taxiway	The design of the curve allowing the Air System to negotiate a 180-degree turn should be based on a nose wheel	N
3514[03](04)037	[03]	Authorized	AMC	3514(4).37 - AMC - Taxiway	The design of the turn pad marking should be such that, when the cockpit of the Air System remains over the runway	N
3514[03](04)038	[03]	Authorized	AMC	3514(4).38 - AMC - Taxiway	Runway holding position markings should:	N
3514[03](04)039	[03]	Authorized	AMC	3514(4).39 - AMC - Taxiway	Intermediate holding position markings should:	N
3514[03](04)040	[03]	Authorized	GM	3514(4).40 - GM - Taxiways	Enhanced taxiway centre-line marking may be provided to denote the proximity of a runway holding position. The	N
3514[03](04)041	[03]	Authorized	GM	3514(4).41 - GM - Taxiways	Enhanced taxiway centre-line marking may be in accordance with Figure 8.	N
3514[03](04)042	[03]	Authorized	GM	3514(4).42 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 5.2.8,5.8.10 and 5.8.11.	N
3514[03](05)	[03]	Authorized	Regulation	3514(5) - Regulation - Vehicle	HoEs and ADH Facing organizations shall ensure that vehicle roadway markings are used to delineate roadways	N
3514[03](05)043	[03]	Authorized	AMC	3514(5).43 - AMC - Vehicle	Vehicle roadway markings should:	N
3514[03](05)044	[03]	Authorized	AMC	3514(5).44 - AMC - Vehicle	Road holding position markings should[5]:	N
3514[03](05)045	[03]	Authorized	AMC	3514(5).45 - AMC - Vehicle	The usage of runway ahead markings should be considered, as shown in Figures 10 and 11. Where possible, the	N
3514[03](05)046	[03]	Authorized	AMC	3514(5).46 - AMC - Vehicle	Vehicle Roadway Markings placed on a taxiway or pavement surface should not create confusion with taxiway or runway	N
3514[03](05)047	[03]	Authorized	GM	3514(5).47 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 5.2.15.	N
3514[03](06)	[03]	Authorized	Regulation	3514(6) - Regulation - Air System	HoEs and ADH Facing organizations shall ensure that Air System stand markings are provided for designated parking	N
3514[03](06)048	[03]	Authorized	AMC	3514(6).48 - AMC - Air System	It is recommended that an Air System stand marking should:	N
3514[03](06)049	[03]	Authorized	AMC	3514(6).49 - AMC - Air System	Lead in, turning and lead-out lines should:	N
3514[03](06)050	[03]	Authorized	AMC	3514(6).50 - AMC - Air System	Alignment bars should:	N
3514[03](06)051	[03]	Authorized	AMC	3514(6).51 - AMC - Air System	Turn bars should:	N
3514[03](06)052	[03]	Authorized	AMC	3514(6).52 - AMC - Air System	Stop lines should:	N

3514[03](06)053	[03]	Authorized	AMC	3514(6).53 - AMC - Air System	Apron safety lines should:	N
3514[03](06)054	[03]	Authorized	AMC	3514(6).54 - AMC - Air System	Where provided, an Air System safe heading marking should:	N
3514[03](06)055	[03]	Authorized	GM	3514(6).55 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 5.2.13 and 5.2.14.	N
3514[03](07)	[03]	Authorized	Regulation	3514(7) - Regulation - Arrestor	HoEs and ADH Facing organizations shall ensure that when an Air System arresting system cable (or tape) is installed	N
3514[03](07)056	[03]	Authorized	AMC	3514(7).56 - AMC - Arrestor System	Air System arrestor system markings should be a series of discs, in aviation yellow, along the line of the pendant cable	N
3514[03](07)057	[03]	Authorized	AMC	3514(7).57 - AMC - Arrestor System	The disks should be 3m in diameter and spaced at 7.5m between centres, arranged in two groups symmetrically	N
3514[03](07)058	[03]	Authorized	GM	3514(7).58 - GM - Arrestor System	Nil.	N
3514[03](08)	[03]	Authorized	Regulation	3514(8) - Regulation - Mandatory	HoEs and ADH Facing organizations shall ensure that where it is impracticable to install a mandatory instruction sign in	N
3514[03](08)059	[03]	Authorized	AMC	3514(8).59 - AMC - Mandatory	The mandatory instruction marking on taxiways, where the code letter is A, B, C, or D, should:	N
3514[03](08)060	[03]	Authorized	AMC	3514(8).60 - AMC - Mandatory	The mandatory instruction marking on taxiways, where the code letter is E, or F, should:	N
3514[03](08)061	[03]	Authorized	AMC	3514(8).61 - AMC - Mandatory	A mandatory instruction marking should consist of an inscription in white on a red background. Except for a NO ENTRY	N
3514[03](08)062	[03]	Authorized	AMC	3514(8).62 - AMC - Mandatory	Where operationally required, such as on taxiways exceeding 60m in width, or to assist in the prevention of a runway	N
3514[03](08)063	[03]	Authorized	AMC	3514(8).63 - AMC - Mandatory	A NO ENTRY marking should consist of an inscription in white reading NO ENTRY on a red background.	N
3514[03](08)064	[03]	Authorized	AMC	3514(8).64 - AMC - Mandatory	The character height should be:	N
3514[03](08)065	[03]	Authorized	AMC	3514(8).65 - AMC - Mandatory	Where there is insufficient contrast between the marking and the pavement surface, the mandatory instruction marking	N
3514[03](08)066	[03]	Authorized	AMC	3514(8).66 - AMC - Mandatory	The background should be rectangular and extend a minimum of 0.5m laterally and vertically beyond the extremities of	N
3514[03](08)067	[03]	Authorized	AMC	3514(8).67 - AMC - Mandatory	Except where operationally necessary mandatory instructions should not be used on runways.	N
3514[03](08)068	[03]	Authorized	AMC	3514(8).68 - AMC - Mandatory	Markers should be used to delineate an unserviceable portion of the manoeuvring area.	N
3514[03](08)069	[03]	Authorized	GM	3514(8).69 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 5.2.16.	N
3514[03](09)	[03]	Authorized	Regulation	3514(9) - Regulation - Information	HoEs and ADH Facing organizations shall ensure that where it is not practicable to install an information sign in	N
3514[03](09)070	[03]	Authorized	AMC	3514(9).70 - AMC - Information	An information marking should:	N
3514[03](09)071	[03]	Authorized	AMC	3514(9).71 - AMC - Information	Where there is insufficient contrast between the marking background and the pavement surface, the marking should	N
3514[03](09)072	[03]	Authorized	GM	3514(9).72 - GM - Information	Where operationally required to assist in the prevention of a runway incursion, an information sign may be	N
3514[03](09)073	[03]	Authorized	GM	3514(9).73 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 5.2.17.	N
3515[04]	[04]	Authorized	RA Rationale	Permanent Fixed Wing Aerodrome -	Most Aerodromes have a requirement to operate in all weather conditions and at all times of the day. At night, or in poor	N
3515[04](01)	[04]	Authorized	Regulation	Lighting - Scaling	3515(1) Heads of Establishments (HoEs) and Aviation Duty HolderFacing Organizations (ADH-Facing Organizations)	N
3515[04](01)001	[04]	Authorized	AMC	Lighting - Scaling	1. An Aerodrome Operator should establish and publish Operating Minima for an Aerodrome's operation. Minimum	N
3515[04](01)002	[04]	Authorized	GM	Lighting - Scaling	2. Where the prescribed AGL requirements cannot be provided there may be a consequential penalty on operational	N
3515[04](01)003	[04]	Authorized	GM	Lighting - Scaling	3. It is noted that all Runways at an Aerodrome may not be required to have the same scale of visual aids. ► This RA ◀	N
3515[04](01)004	[04]	Authorized	GM	Lighting - Scaling	4. Light emitting diode (LED) fittings may be used on Runway, approach, Apron, taxiways, signage, road-holding position	N
3515[04](01)005	[04]	Authorized	GM	Lighting - Scaling	5. The energy savings of LED are due in large part to the fact that they do not produce the infra-red heat signature of	N
3515[04](01)006	[04]	Authorized	GM	Lighting - Scaling	6. Enhanced vision systems (EVS) technology relies on the infra-red heat signature provided by incandescent lighting.	N
3515[04](01)007	[04]	Authorized	GM	Lighting - Scaling	7. Centreline lighting may be provided on taxiways with a width greater than 18 m.	N
3515[04](02)	[04]	Authorized	Regulation	Lighting - Dangerous or Confusing	3515(2) HoEs and ADH-Facing Organizations shall ensure that, wherever possible, any non-AGL on or near an	N
3515[04](02)008	[04]	Authorized	AMC	Lighting - Dangerous or Confusing	8. Attention should be directed to the following areas[2]:	N
3515[04](02)009	[04]	Authorized	AMC	Lighting - Dangerous or Confusing	9. Floodlighting within the areas described in paragraph 8 should not allow upward emission of light.	N
3515[04](02)010	[04]	Authorized	AMC	Lighting - Dangerous or Confusing	10. Floodlights should not be installed where they may obscure the view of the manoeuvring area from the ► Visual	N
3515[04](02)011	[04]	Authorized	AMC	Lighting - Dangerous or Confusing	11. Outside the areas described in paragraph 8, floodlighting should be limited as follows:	N
3515[04](02)012	[04]	Authorized	AMC	Lighting - Dangerous or Confusing	12. Street lighting intensities within the areas described in paragraph 8 should not allow upward emission of light.	N
3515[04](02)013	[04]	Authorized	AMC	Lighting - Dangerous or Confusing	13. Where the pattern of street lighting may be confused with the AGL, in which case no upward light is permitted,	N
3515[04](02)014	[04]	Authorized	GM	Lighting - Dangerous or Confusing	14. Nil.	N
3515[04](03)	[04]	Authorized	Regulation	Approach Lighting - Obstacle Profile	3515(3) HoEs and ADH-Facing Organizations shall ensure that objects are restricted from protruding into the Approach	N
3515[04](03)015	[04]	Authorized	AMC	Approach Lighting - Obstacle Profile	15. The Approach Light Plane should extend: a. 60 m beyond the approach end of the light system; and b. 60 m	N
3515[04](03)016	[04]	Authorized	AMC	Approach Lighting - Obstacle Profile	16. The Approach Centreline Light profile should:	N
3515[04](03)017	[04]	Authorized	GM	Approach Lighting - Obstacle Profile	17. An area referred to as the light plane has been established for obstacle clearance purposes, and all lights of the	N
3515[04](03)018	[04]	Authorized	GM	Approach Lighting - Obstacle Profile	18. No objects are permitted to exist within the boundaries of the light plane which are higher than the light plane except	N
3515[04](03)019	[04]	Authorized	GM	Approach Lighting - Obstacle Profile	19. Objects existing within the boundaries of the light plane, requiring the light plane to be raised to meet the criteria	N
3515[04](03)020	[04]	Authorized	GM	Approach Lighting - Obstacle Profile	20. In some instances, objects may exist which cannot be removed, lowered or relocated economically. These objects	N
3515[04](03)021	[04]	Authorized	GM	Approach Lighting - Obstacle Profile	21. Where an ILS localiser is installed within the light plane boundaries, it is recognized that the localiser may extend	N

3515[04](03)022	[04]	Authorized	GM	Approach Lighting - Obstacle Profile	22. This Regulation is in line with ICAO Annex 14 Vol I section 5.3.4 and Attachment A sections 12.1 – 12.4.	N
3515[04](04)	[04]	Authorized	Regulation	Aeronautical Beacons -	3515(4) HoEs and ADH-Facing Organizations shall ensure that an Aeronautical Identification Beacon is provided at an	N
3515[04](04)023	[04]	Authorized	AMC	Aeronautical Beacons -	23. An Aeronautical Identification Beacon should:	N
3515[04](04)024	[04]	Authorized	GM	Aeronautical Beacons -	24. This Regulation is in line with ICAO Annex 14 Vol I para 5.3.3	N
3515[04](05)	[04]	Authorized	Regulation	Approach Lighting - Simple	3515(5) HoEs and ADH-Facing Organizations shall ensure that a simple approach lighting system is provided to serve a	N
3515[04](05)025	[04]	Authorized	AMC	Approach Lighting - Simple	25. For a non-instrument Runway intended for use at night, a simple approach lighting system should be provided.	N
3515[04](05)026	[04]	Authorized	AMC	Approach Lighting - Simple	26. For a non-precision approach Runway intended for use at night, a simple approach lighting system should be	N
3515[04](05)027	[04]	Authorized	AMC	Approach Lighting - Simple	27. A Simple Approach Lighting System should:	N
3515[04](05)028	[04]	Authorized	GM	Approach Lighting - Simple	28. When it is desired to improve the guidance, centreline light spacing interval of 30 m may be used.	N
3515[04](05)029	[04]	Authorized	GM	Approach Lighting - Simple	29. The colour of the lights is to ensure that the system is readily distinguishable from other AGL, and from extraneous	N
3515[04](05)030	[04]	Authorized	GM	Approach Lighting - Simple	30. If it is not physically possible to provide a centreline extending for 420 m from the threshold, it could be extended to	N
3515[04](05)031	[04]	Authorized	GM	Approach Lighting - Simple	31. This Regulation is in line with ICAO Annex 14 Vol I sections 5.3.4.4 – 5.3.4.7.	N
3515[04](06)	[04]	Authorized	Regulation	Approach Lighting - High Intensity	3515(6) HoEs and ADH-Facing Organizations shall ensure that a High Intensity Centreline and 5 crossbars approach	N
3515[04](06)032	[04]	Authorized	AMC	Approach Lighting - High Intensity	32. For a CAT I precision approach Runway, a High Intensity Centreline and Crossbar Approach Lighting System should	N
3515[04](06)033	[04]	Authorized	AMC	Approach Lighting - High Intensity	33. A High Intensity Centreline and Crossbar Approach System should:	N
3515[04](06)034	[04]	Authorized	AMC	Approach Lighting - High Intensity	34. The approach lights forming the crossbar should be placed as ► much ◀ as practicable in a horizontal straight line at	N
3515[04](06)035	[04]	Authorized	GM	Approach Lighting - High Intensity	35. Terrain or other constraints may limit the length or type of approach lighting that can be installed to less than that	N
3515[04](06)036	[04]	Authorized	GM	Approach Lighting - High Intensity	36. This Regulation is in line with ICAO Annex 14 Vol I sections 5.3.4.10 - 5.4.21.	N
3515[04](07)	[04]	Authorized	Regulation	Approach Lighting - Supplementary	3515(7) HoEs and ADH-Facing Organizations shall ensure that a supplementary approach lighting system and High	N
3515[04](07)037	[04]	Authorized	AMC	Approach Lighting - Supplementary	37. For CAT II and III precision approach Runways, a high intensity centreline and crossbar approach system with	N
3515[04](07)038	[04]	Authorized	AMC	Approach Lighting - Supplementary	38. Supplementary Approach Lighting should:	N
3515[04](07)039	[04]	Authorized	GM	Approach Lighting - Supplementary	39. This Regulation is in line with ICAO Annex 14 Vol I para 5.3.4.22 – 5.3.4.39 as applicable.	N
3515[04](08)	[04]	Authorized	Regulation	Approach Lighting - Precision	3515(8) HoEs and ADH-Facing Organizations shall ensure that a PAPI is installed to provide an accurate depiction of an	N
3515[04](08)040	[04]	Authorized	AMC	Approach Lighting - Precision	40. The PAPI installation should:	N
3515[04](08)041	[04]	Authorized	AMC	Approach Lighting - Precision	41. The distance of the PAPI from the Runway threshold should be based upon the following:	N
3515[04](08)042	[04]	Authorized	AMC	Approach Lighting - Precision	42. An Obstacle Protection Surface should be established as per Figure 5.	N
3515[04](08)043	[04]	Authorized	AMC	Approach Lighting - Precision	43. The PAPI light units should:	N
3515[04](08)044	[04]	Authorized	GM	Approach Lighting - Precision	44. A spacing of 6 m (±1 m) between PAPI units may be used on a Runway with code numbers 1 or 2. In such an event,	N
3515[04](08)045	[04]	Authorized	GM	Approach Lighting - Precision	45. An ILS glide path has a tolerance of ±0.075 of the nominal glide path angle for a Category I or II system and of ±0.04	N
3515[04](08)046	[04]	Authorized	GM	Approach Lighting - Precision	46. Flight crew's pilot's eye-to-aerial height varies considerably with ► Aircraft ◀ type and will affect the minimum range	N
3515[04](08)047	[04]	Authorized	GM	Approach Lighting - Precision	47. When the required approach angle and associated unit setting angles have been determined, the parameters are	N
3515[04](08)048	[04]	Authorized	GM	Approach Lighting - Precision	48. As approach angles steepen, wider differential settings are needed between units to facilitate approach slope	N
3515[04](08)049	[04]	Authorized	GM	Approach Lighting - Precision	49. This Regulation is in line with ICAO Annex 14 Vol I para 5.3.5.24 – 5.3.5.41.	N
3515[04](09)	[04]	Authorized	Regulation	Runway Lights - Runway Edge	3515(9) HoEs and ADH-Facing Organizations shall ensure that Runway edge lights are provided for a Runway intended	N
3515[04](09)050	[04]	Authorized	AMC	Runway Lights - Runway Edge	50. Runway edge lights should:	N
3515[04](09)051	[04]	Authorized	AMC	Runway Lights - Runway Edge	51. When the Runway edge lights are intended to provide circling guidance, they should show at all angles in azimuth	N
3515[04](09)052	[04]	Authorized	AMC	Runway Lights - Runway Edge	52. Runway edge lights on a precision approach Runway should be iaw the specifications in RA 3515 (29).	N
3515[04](09)053	[04]	Authorized	GM	Runway Lights - Runway Edge	53. At intersections of Runways, lights may be spaced irregularly or omitted, provided that adequate guidance remains	N
3515[04](09)054	[04]	Authorized	GM	Runway Lights - Runway Edge	54. To prevent damage occurring to the light units, inset edge lights may be used within the swept area of an	N
3515[04](09)055	[04]	Authorized	GM	Runway Lights - Runway Edge	55. Where required, both a high intensity edge light unit and a unit for circling guidance may be collocated or have a	N
3515[04](09)056	[04]	Authorized	GM	Runway Lights - Runway Edge	56. Where the width of the area which could be declared as Runway exceeds 60 m, the distance between the rows of	N
3515[04](09)057	[04]	Authorized	GM	Runway Lights - Runway Edge	57. The section of the lights 600 m or one-third of the Runway length, whichever is the less, at the remote end of the	N
3515[04](09)058	[04]	Authorized	GM	Runway Lights - Runway Edge	58. On a Runway without high intensity lighting system, low intensity omnidirectional Runway edge white lights may have	N
3515[04](09)059	[04]	Authorized	GM	Runway Lights - Runway Edge	59. This Regulation is in line with ICAO Annex 14 Vol I Section 5.3.9.	N
3515[04](10)	[04]	Authorized	Regulation	Runway Lights - Runway Threshold	3515(10) HoEs and ADH-Facing Organizations shall ensure that Runway threshold lights are provided for a Runway	N
3515[04](10)060	[04]	Authorized	AMC	Runway Lights - Runway Threshold	60. Runway threshold lights should:	N
3515[04](10)061	[04]	Authorized	GM	Runway Lights - Runway Threshold	61. Where an ► Aircraft ◀ arresting system is installed and the threshold lights are located within the hook engagement	N
3515[04](10)062	[04]	Authorized	GM	Runway Lights - Runway Threshold	62. This Regulation is in line with ICAO Annex 14 Vol I Section 5.3.10.	N
3515[04](11)	[04]	Authorized	Regulation	Runway Lights - Runway Threshold	3515(11) HoEs and ADH-Facing Organizations shall ensure that Runway threshold wing bar lights are provided on a	N

3515[04](11)063	[04]	Authorized	AMC	Runway Lights - Runway Threshold	63. Runway threshold wing bar lights should:	N
3515[04](11)064	[04]	Authorized	GM	Runway Lights - Runway Threshold	64. This Regulation is in line with ICAO Annex 14 Vol I Section 5.3.10.	N
3515[04](12)	[04]	Authorized	Regulation	Runway Lights - Runway End Lights	3515(12) HoEs and ADH-Facing Organizations shall ensure that Runway end lights are provided for a Runway equipped	N
3515[04](12)065	[04]	Authorized	AMC	Runway Lights - Runway End Lights	65. Runway End Lights should:	N
3515[04](12)066	[04]	Authorized	GM	Runway Lights - Runway End Lights	66. This Regulation is in line with ICAO Annex 14 Vol I Section 5.3.11.	N
3515[04](13)	[04]	Authorized	Regulation	Runway Lights - Runway Centreline	3515(13) HoEs and ADH-Facing Organizations shall ensure that Runway centreline lights are provided on a precision	N
3515[04](13)067	[04]	Authorized	AMC	Runway Lights - Runway Centreline	67. Runway centreline lights should:	N
3515[04](13)068	[04]	Authorized	GM	Runway Lights - Runway Centreline	68. Centreline guidance for take-off from the beginning of a Runway to a displaced threshold may be provided by:	N
3515[04](13)069	[04]	Authorized	GM	Runway Lights - Runway Centreline	69. Where necessary, provision needs to be made to extinguish those centreline lights, as prescribed in sub-para b	N
3515[04](13)070	[04]	Authorized	GM	Runway Lights - Runway Centreline	70. Runway centreline lights may be provided on a Runway intended to be used for take-off with an operating minimum	N
3515[04](13)071	[04]	Authorized	GM	Runway Lights - Runway Centreline	71. This Regulation is in line with ICAO Annex 14 Vol I Section 5.3.12.	N
3515[04](14)	[04]	Authorized	Regulation	Runway Lights - Runway	3515(14) HoEs and ADH-Facing Organizations shall ensure that touchdown zone lights are provided in the touchdown	N
3515[04](14)072	[04]	Authorized	AMC	Runway Lights - Runway	72. Runway Touchdown Zone lights should:	N
3515[04](14)073	[04]	Authorized	GM	Runway Lights - Runway	73. To allow for operations at lower visibility minima, it may be advisable to use a 30 m longitudinal spacing between	N
3515[04](14)074	[04]	Authorized	GM	Runway Lights - Runway	74. This Regulation is in line with ICAO Annex 14 Vol I para 5.3.13.	N
3515[04](15)	[04]	Authorized	Regulation	Runway Lights - Stopway Lights	3515(15) HoEs and ADH-Facing Organizations shall ensure that stopway lights are provided for a stopway intended for	N
3515[04](15)075	[04]	Authorized	AMC	Runway Lights - Stopway Lights	75. Stopway lights should:	N
3515[04](15)076	[04]	Authorized	GM	Runway Lights - Stopway Lights	76. This Regulation is in line with ICAO Annex 14 Vol I para 5.3.16.	N
3515[04](16)	[04]	Authorized	Regulation	Taxiway Lights - Taxiway Centreline	3515(16) HoEs and ADH-Facing Organizations shall ensure that taxiway centreline lights are provided on an exit	N
3515[04](16)077	[04]	Authorized	AMC	Taxiway Lights - Taxiway Centreline	77. Taxiway centreline lights should be provided:	N
3515[04](16)078	[04]	Authorized	AMC	Taxiway Lights - Taxiway Centreline	78. Taxiway centreline lights should: ►	N
3515[04](16)079	[04]	Authorized	AMC	Taxiway Lights - Taxiway Centreline	79. Taxiway centreline lights should be iaw characteristics specified in RA 3515(29) – (30).	N
3515[04](16)080	[04]	Authorized	GM	Taxiway Lights - Taxiway Centreline	80. For operations in RVR less than 350 m, the reduced spacing for curved sections need to extend 60 m before the	N
3515[04](16)081	[04]	Authorized	GM	Taxiway Lights - Taxiway Centreline	81. Taxiway centreline lighting may be considered for the following situations to aid pilot situational awareness:	N
3515[04](16)082	[04]	Authorized	GM	Taxiway Lights - Taxiway Centreline	82. This Regulation is in line with ICAO Annex 14 Vol I Section 5.3.17.	N
3515[04](17)	[04]	Authorized	Regulation	Taxiway Lights - Taxiway Edge	3515(17) HoEs and ADH-Facing Organizations shall ensure that taxiway edge lights are provided at the edges of a	N
3515[04](17)083	[04]	Authorized	AMC	Taxiway Lights - Taxiway Edge	83. Taxiway Edge Lights should:	N
3515[04](17)084	[04]	Authorized	AMC	Taxiway Lights - Taxiway Edge	84. Where a Runway turn pad is available, turn pad lights should be provided if intended for use at night.	N
3515[04](17)085	[04]	Authorized	AMC	Taxiway Lights - Taxiway Edge	85. Runway turn pad lights should:	N
3515[04](17)086	[04]	Authorized	GM	Taxiway Lights - Taxiway Edge	86. Where operationally justified, adequate guidance to ► Aircraft ◀ may be achieved by surface illumination or other	N
3515[04](17)087	[04]	Authorized	GM	Taxiway Lights - Taxiway Edge	87. Taxiway edge lighting may be used to augment taxiway centreline lighting where ► Aircraft ◀ are required to	N
3515[04](17)088	[04]	Authorized	GM	Taxiway Lights - Taxiway Edge	88. The use of elevated taxiway edge lights may be inappropriate if there is the possibility of damage from jet blast or the	N
3515[04](17)089	[04]	Authorized	GM	Taxiway Lights - Taxiway Edge	89. This Regulation is in line with ICAO Annex 14 Vol I Section 5.3.18.	N
3515[04](18)	[04]	Authorized	Regulation	Taxiway Lights - Stop Bar Lights	3515(18) HoEs and ADH-Facing Organizations shall ensure that stop bar lights are provided at every Runway-holding	N
3515[04](18)090	[04]	Authorized	AMC	Taxiway Lights - Stop Bar Lights	90. Stop Bar lights should be provided at all Runway-Holding Positions and Intermediate-Holding Positions intended for	N
3515[04](18)091	[04]	Authorized	AMC	Taxiway Lights - Stop Bar Lights	91. The Stop Bar installation should:	N
3515[04](18)092	[04]	Authorized	AMC	Taxiway Lights - Stop Bar Lights	92. The lighting circuit for Stop Bars should be designed so that:	N
3515[04](18)093	[04]	Authorized	AMC	Taxiway Lights - Stop Bar Lights	93. Runway incursions may take place in all visibility or weather conditions. The provision of stop bars at Runway	N
3515[04](18)094	[04]	Authorized	AMC	Taxiway Lights - Stop Bar Lights	94. This Regulation is in line with ICAO Annex 14 Vol I para 5.3.20.	N
3515[04](19)	[04]	Authorized	Regulation	Taxiway Lights - Runway Guard	3515(19) HoEs and ADH-Facing Organizations shall ensure that Runway Guard Lights are provided at each taxiway /	N
3515[04](19)095	[04]	Authorized	AMC	Taxiway Lights - Runway Guard	95. Runway Guard Lights should (iaw Figure 7, Configuration A):	N
3515[04](19)096	[04]	Authorized	AMC	Taxiway Lights - Runway Guard	96. Runway Guard Lights should (iaw Figure 7 Configuration B):	N
3515[04](19)097	[04]	Authorized	GM	Taxiway Lights - Runway Guard	97. Where there is a need to enhance the contrast between the on and off state of Runway guard lights, Configuration	N
3515[04](19)098	[04]	Authorized	GM	Taxiway Lights - Runway Guard	98. The optimum flash rate is dependent on the rise and fall times of the lamps used. Runway guard lights,	N
3515[04](19)099	[04]	Authorized	GM	Taxiway Lights - Runway Guard	99. Where Runway guard lights are operated in good visibility conditions at night, the luminous intensity may be reduced	N
3515[04](19)100	[04]	Authorized	GM	Taxiway Lights - Runway Guard	100. This Regulation is in line with ICAO Annex 14 Vol I para 5.3.23.	N
3515[04](20)	[04]	Authorized	Regulation	Taxiway Lights - Road-Holding	3515(20) HoEs and ADH-Facing Organizations shall ensure that roadholding position lights are provided at the	N
3515[04](20)101	[04]	Authorized	AMC	Taxiway Lights - Road-Holding	101. Road-Holding position lights should:	N
3515[04](20)102	[04]	Authorized	GM	Taxiway Lights - Road-Holding	102. This Regulation is in line with ICAO Annex 14 Vol I Section 5.3.28.	N

3515[04](21)	[04]	Authorized	Regulation	Apron Lights - Edge Lighting	3515(21) HoEs and ADH-Facing Organizations shall ensure that the edges of Aprons including ► Aircraft ◀ servicing	N
3515[04](21)103	[04]	Authorized	AMC	Apron Lights - Edge Lighting	103. The edges of ► Aircraft ◀ Aprons, ► Aircraft ◀ servicing platforms and operational readiness platforms should be	N
3515[04](21)104	[04]	Authorized	GM	Apron Lights - Edge Lighting	104. Nil.	N
3515[04](22)	[04]	Authorized	Regulation	Apron Lights - Floodlighting	3515(22) HoEs and ADH-Facing Organizations shall ensure that floodlighting is provided on an Apron, on a de-icing /	N
3515[04](22)105	[04]	Authorized	AMC	Apron Lights - Floodlighting	105. Apron floodlighting should:	N
3515[04](22)106	[04]	Authorized	GM	Apron Lights - Floodlighting	106. This Regulation is in line with ICAO Annex 14 Vol I Section 5.3.24.	N
3515[04](23)	[04]	Authorized	Regulation	Miscellaneous Lights -	3515(23) HoEs and ADH-Facing Organizations shall ensure that an undercarriage inspection system is provided where	N
3515[04](23)107	[04]	Authorized	AMC	Miscellaneous Lights -	107. An Undercarriage Check Lighting System should:	N
3515[04](23)108	[04]	Authorized	AMC	Miscellaneous Lights -	108. An Undercarriage Check Flare-path should:	N
3515[04](23)109	[04]	Authorized	GM	Miscellaneous Lights -	109. The undercarriage inspection system is designed to allow clear night viewing of the undercarriage of an ► Aircraft ◀	N
3515[04](23)110	[04]	Authorized	GM	Miscellaneous Lights -	110. Exceptionally, where ► Aircraft ◀ speeds through the system will not exceed 120 kt, an abbreviated system may be	N
3515[04](24)	[04]	Authorized	Regulation	Miscellaneous Lights - Arrestor	3515(24) HoEs and ADH-Facing Organizations shall ensure that Arrestor Cable System Markers and Runway Distance	N
3515[04](24)111	[04]	Authorized	AMC	Miscellaneous Lights - Arrestor	111. Illuminated Arrestor Cable Markers and IRDM should:	N
3515[04](24)112	[04]	Authorized	GM	Miscellaneous Lights - Arrestor	112. Average luminance is obtained as detailed in ICAO Annex 14, Volume 1, Appendix 4.	N
3515[04](25)	[04]	Authorized	Regulation	Miscellaneous Lights - Visual	3515(25) HoEs and ADH-Facing Organizations shall ensure that a Visual Docking Guidance System (VDGS) is	N
3515[04](25)113	[04]	Authorized	AMC	Miscellaneous Lights - Visual	113. VDGS facilities should be as detailed in ICAO Annex 14, Volume I, Chapter 5, Section 3.25.	N
3515[04](25)114	[04]	Authorized	GM	Miscellaneous Lights - Visual	114. Nil.	N
3515[04](26)	[04]	Authorized	Regulation	Miscellaneous Lights - Advanced	3515(26) HoEs and ADH-Facing Organizations shall ensure that an Advanced VDGS (A-VDGS) is provided where it is	N
3515[04](26)115	[04]	Authorized	AMC	Miscellaneous Lights - Advanced	115. A-VDGS facilities should be as detailed in ICAO Annex 14, Volume I, Chapter 5, Section 3.26.	N
3515[04](26)116	[04]	Authorized	GM	Miscellaneous Lights - Advanced	116. Nil.	N
3515[04](27)	[04]	Authorized	Regulation	Miscellaneous Lights - Advanced	3515(27) HoEs and ADH-Facing Organizations shall ensure that, at an Aerodrome provided with Runway lighting and	N
3515[04](27)117	[04]	Authorized	AMC	Miscellaneous Lights - Advanced	117. When Emergency Portable Lighting is laid out iaw Figure 9 it should provide adequate guidance to ► Aircraft ◀ on	N
3515[04](27)118	[04]	Authorized	AMC	Miscellaneous Lights - Advanced	118. Portable obstacle lights should provide adequate visual guidance to ► Aircraft ◀ taxiing in normal operating	N
3515[04](27)119	[04]	Authorized	GM	Miscellaneous Lights - Advanced	119. Emergency Portable Lighting comprises omni-directional Runway edge lights (ORELs); uni-directional approach	N
3515[04](27)120	[04]	Authorized	GM	Miscellaneous Lights - Advanced	120. Portable Obstacle Lights – Marker Lamps. Portable obstacle lights fitted with blue filters need to be used to	N
3515[04](27)121	[04]	Authorized	GM	Miscellaneous Lights - Advanced	121. Where appropriate, emergency portable Aerodrome lighting equipment may be used as a standby to cover	N
3515[04](27)122	[04]	Authorized	GM	Miscellaneous Lights - Advanced	122. Chance Lights. If available, a chance light or mobile floodlight can be held ready to assist in illuminating the	N
3515[04](27)123	[04]	Authorized	GM	Miscellaneous Lights - Advanced	123. Solar light units.	N
3515[04](27)124	[04]	Authorized	GM	Miscellaneous Lights - Advanced	124. This Regulation is in line with ICAO Annex 14 Vol I Section 5.3.2.	N
3515[04](28)	[04]	Authorized	Regulation	Aeronautical Ground Lights	3515(28) HoEs and ADH-Facing Organizations shall ensure that all AGL fittings are of construction and height that their	N
3515[04](28)125	[04]	Authorized	AMC	Aeronautical Ground Lights	125. Elevated Approach Lights and their supporting structure should:	N
3515[04](28)126	[04]	Authorized	AMC	Aeronautical Ground Lights	126. Elevated Runway, stopway, and taxiway lights should:	N
3515[04](28)127	[04]	Authorized	AMC	Aeronautical Ground Lights	127. Surface Lights inset in the surface of Runways, stopways, taxiways, and Aprons should:	N
3515[04](28)128	[04]	Authorized	GM	Aeronautical Ground Lights	128. No deviations present in the main beam pattern when the lighting fixture is properly aimed. The light unit needs to	N
3515[04](28)129	[04]	Authorized	GM	Aeronautical Ground Lights	129. All AGL must conform to Electromagnetic Compatibility Directive 2014/30/EU in that lights must:	N
3515[04](28)130	[04]	Authorized	GM	Aeronautical Ground Lights	130. Have immunity to electromagnetic phenomena and electromagnetic fields, such as from radio transmitters,	N
3515[04](28)131	[04]	Authorized	GM	Aeronautical Ground Lights	131. This Regulation is in line with ICAO Annex 14 Vol I Sections 5.3.1.4 – 5.3.1.8.	N
3515[04](29)	[04]	Authorized	Regulation	Aeronautical Ground Lights	3515(29) HoEs and ADH-Facing Organizations shall ensure that the intensity and distribution of Runway lighting is	N
3515[04](29)132	[04]	Authorized	AMC	Aeronautical Ground Lights	132. Intensity and distribution of AGL should be as detailed in ICAO Annex 14, Volume I, Appendix 2.	N
3515[04](29)133	[04]	Authorized	AMC	Aeronautical Ground Lights	133. Where a high-intensity lighting system is provided, a suitable intensity control should be incorporated to allow for	N
3515[04](29)134	[04]	Authorized	AMC	Aeronautical Ground Lights	134. On the perimeter of and within the ellipse defining the main beam in ICAO Annex 14 Vol 1 Appendix 2, Figures A2-	N
3515[04](29)135	[04]	Authorized	AMC	Aeronautical Ground Lights	135. On the perimeter of and within the rectangle defining the main beam in ICAO Annex 14 Vol 1 Appendix 2, Figures	N
3515[04](29)136	[04]	Authorized	GM	Aeronautical Ground Lights	136. AGL needs to have immunity to electromagnetic phenomena and electromagnetic fields, such as from radio	N
3515[04](30)	[04]	Authorized	Regulation	Aeronautical Ground Lights	3515(30) HoEs and ADH-Facing Organizations shall ensure that the colour and discrimination of AGL is such that the	N
3515[04](30)137	[04]	Authorized	AMC	Aeronautical Ground Lights	137. Colour and discrimination requirements for all AGL should be as detailed in ICAO Annex 14, Volume I, Appendix 1.	N
3515[04](30)138	[04]	Authorized	GM	Aeronautical Ground Lights	138. Nil.	N
3516[03]	[03]	Authorized	RA	Permanent Fixed Wing Aerodrome -	When moving around the Aerodrome it is essential that personnel are made aware of Safety related information or	N
3516[03](01)	[03]	Authorized	Regulation	General	3516(1) Heads of Establishments (HoEs) and Aviation Duty HolderFacing Organizations (ADH-Facing Organizations)	N
3516[03](01)001	[03]	Authorized	AMC	General	1. Aerodrome Signs should:	N

3516[03](01)002	[03]	Authorized	GM	General	2. This regulation is in line with ICAO Annex 14 Vol I Section 5.4.1.	N
3516[03](02)	[03]	Authorized	Regulation	Mandatory Instruction Signs	3516(2) HoEs and ADH-Facing Organizations shall ensure that a mandatory instruction sign is provided to identify a	N
3516[03](02)003	[03]	Authorized	AMC	Mandatory Instruction Signs	3. Mandatory instruction signs should include Runway designation signs, Category I, II, or III holding position signs,	N
3516[03](02)004	[03]	Authorized	AMC	Mandatory Instruction Signs	4. A mandatory instruction sign should consist of an inscription in white on a red background.	N
3516[03](02)005	[03]	Authorized	AMC	Mandatory Instruction Signs	5. Internally lit mandatory signs should be provided with an alternative power source iaw the requirements of RA 3520[1].	N
3516[03](02)006	[03]	Authorized	AMC	Mandatory Instruction Signs	6. Runway designation signs should:	N
3516[03](02)007	[03]	Authorized	AMC	Mandatory Instruction Signs	7. Category I / II / III Holding Position Signs should:	N
3516[03](02)008	[03]	Authorized	AMC	Mandatory Instruction Signs	8. Runway Holding Position Signs should:	N
3516[03](02)009	[03]	Authorized	AMC	Mandatory Instruction Signs	9. Road Holding Position Signs should:	N
3516[03](02)010	[03]	Authorized	AMC	Mandatory Instruction Signs	10. NO ENTRY Signs should:	N
3516[03](02)011	[03]	Authorized	GM	Mandatory Instruction Signs	11. Where, owing to environmental or other factors, the conspicuity of the inscription on a mandatory instruction sign	N
3516[03](02)012	[03]	Authorized	GM	Mandatory Instruction Signs	12. Where diagonal lines are used on airfield signs, as illustrated at Figure 2, the stroke width of the diagonal will be	N
3516[03](02)013	[03]	Authorized	GM	Mandatory Instruction Signs	13. Road holding position signs may also be provided at road entrances to taxiways.	N
3516[03](02)014	[03]	Authorized	GM	Mandatory Instruction Signs	14. Where appropriate, road holding position signs may state a requirement to obtain ATC clearance.	N
3516[03](02)015	[03]	Authorized	GM	Mandatory Instruction Signs	15. This regulation is in line with ICAO Annex 14 Vol I Section 5.4.2.	N
3516[03](03)	[03]	Authorized	Regulation	Information Signs	3516(3) HoEs and ADH-Facing Organizations shall ensure that an information sign is provided where there is an	N
3516[03](03)016		Authorized	AMC	Information Signs	16. Information signs should include, but are not limited to:	N
3516[03](03)017		Authorized	AMC	Information Signs	17. An information sign other than a location sign should consist of an inscription in black on a yellow background.	N
3516[03](03)018		Authorized	AMC	Information Signs	18. A location sign should consist of an inscription in yellow on a black background and where it is a stand-alone sign,	N
3516[03](03)019		Authorized	AMC	Information Signs	19. Except as specified in sub-para 21.b, information signs should wherever practicable, be located on the left-hand side	N
3516[03](03)020		Authorized	AMC	Information Signs	20. An information sign other than a location sign should not be collocated with a mandatory instruction sign.	N
3516[03](03)021		Authorized	AMC	Information Signs	21. A Runway exit sign should:	N
3516[03](03)022		Authorized	AMC	Information Signs	22. A Runway vacated sign should:	N
3516[03](03)023		Authorized	AMC	Information Signs	23. An Intersection take-off sign should:	N
3516[03](03)024		Authorized	AMC	Information Signs	24. A Destination sign should:	N
3516[03](03)025		Authorized	AMC	Information Signs	25. A Direction sign should:	N
3516[03](03)026		Authorized	AMC	Information Signs	26. A Location sign should:	N
3516[03](03)027		Authorized	AMC	Information Signs	27. Where used in combination with direction signs:	N
3516[03](03)028		Authorized	AMC	Information Signs	28. Where a taxiway ends at an intersection such as a 'T' and it is necessary to identify this, a barricade, direction sign,	N
3516[03](03)029		Authorized	AMC	Information Signs	29. At a taxiway intersection, information signs should be located prior to the intersection and in line with the taxiway	N
3516[03](03)030		Authorized	AMC	Information Signs	30. A taxiway should be identified by a designator comprising a letter, letters, or a combination of a letter or letters	N
3516[03](03)031		Authorized	AMC	Information Signs	31. When designating taxiways, the use of the letters I, O, or X, and the use of words such as 'inner' and 'outer' should	N
3516[03](03)032		Authorized	AMC	Information Signs	32. The use of numbers alone on the manoeuvring area should be reserved for the designation of Runways, or to	N
3516[03](03)033		Authorized	GM	Information Signs	33. This regulation is in line with ICAO Annex 14 Vol I para 5.4.	N
3516[03](04)		Authorized	Regulation	Aerodrome Access Boards	3516(4) HoEs and ADH-Facing Organizations shall ensure that Aerodrome Access Boards are erected in prominent	N
3516[03](04)034		Authorized	AMC	Aerodrome Access Boards	34. Aerodrome Access Boards should be of the same style as RA 3516(2).	N
3516[03](04)035		Authorized	AMC	Aerodrome Access Boards	35. Aerodrome Access Boards should have the following wording:	N
3516[03](04)036		Authorized	GM	Aerodrome Access Boards	36. At Units where it is not possible to proceed to ATC without entering the Movement Area, this notice can be amended	N
3516[03](04)037		Authorized	GM	Aerodrome Access Boards	37. Where, from outside the Movement Area, the authorized access to the Movement Area is through an Apron, the	N
3516[03](04)038		Authorized	GM	Aerodrome Access Boards	38. In addition to the Movement Area boards, personnel may be given a general warning by other notice boards	N
3517[02]	[02]	Authorized	RA	3517 - RA (Issue 2) - Permanent	Aerodrome operations can often be impeded by poor visibility due to the weather or night time operations. This has the	N
3517[02](01)	[02]	Authorized	Regulation	3517(1) - Regulation - General	Heads of Establishments (HoEs) and Aviation Duty Holder (ADH) Facing organizations shall ensure that all markers	N
3517[02](01)001	[02]	Authorized	AMC	3517(1).1 - AMC - General	Markers should be frangible and retro-reflective.	N
3517[02](01)002	[02]	Authorized	AMC	3517(1).2 - AMC - General	Those markers located near a runway or taxiway should be sufficiently low to preserve clearance for propellers, and for	N
3517[02](01)003	[02]	Authorized	AMC	3517(1).3 - AMC - General	Markers should be securely fixed to prevent their removal by jet efflux and/or rotor down wash.	N
3517[02](01)004	[02]	Authorized	GM	3517(1).4 - GM - Civil Equivalence.	This regulation is in line with International Civil Aviation Organization (ICAO) Annex 14 Vol I para 5.5.1.	N
3517[02](02)	[02]	Authorized	Regulation	3517(2) - Regulation - Unpaved	HoEs and ADH Facing organizations shall ensure that markers are provided when the extent of an unpaved runway is	N
3517[02](02)005	[02]	Authorized	AMC	3517(2).5 - AMC - Unpaved	Where runway lights are provided, the markers should be incorporated in the light fixtures.	N
3517[02](02)006	[02]	Authorized	AMC	3517(2).6 - AMC - Unpaved	Where there are no lights, markers of flat rectangular or conical shape should be placed to delineate the runway clearly:	N

3517[02](02)007	[02]	Authorized	AMC	3517(2).7 - AMC - Unpaved	Runway edge markers should have the following characteristics:	N
3517[02](02)009	[02]	Authorized	GM	3517(2).9 - GM - Civil Equivalence.	This regulation is in line with ICAO Annex 14 Vol I para 5.5.2.	N
3517[02](03)	[02]	Authorized	Regulation	3517(3) - Regulation - Stopway	HoEs and ADH Facing organizations shall ensure that stopway edge markers are provided when the extent of a stopway	N
3517[02](03)010	[02]	Authorized	AMC	3517(3).10 - AMC - Stopway Edge	The stopway edge markers should be sufficiently different from any runway edge markers used to ensure that the two	N
3517[02](03)011	[02]	Authorized	GM	3517(3).11 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 5.5.3.	N
3517[02](04)	[02]	Authorized	Regulation	3517(4) - Regulation - Edge	HoEs and ADH Facing organizations shall ensure that edge markers for snow-covered runways are used to indicate the	N
3517[02](04)012	[02]	Authorized	AMC	3517(4).12 - AMC - Edge Markers	Edge markers for snow-covered runways should be placed along the sides of the runway at intervals of not more than	N
3517[02](04)013	[02]	Authorized	AMC	3517(4).13 - AMC - Edge Markers	Sufficient markers should be placed across the threshold and end of the runway.	N
3517[02](04)014	[02]	Authorized	GM	3517(4).14 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 5.5.4	N
3517[02](05)	[02]	Authorized	Regulation	3517(5) - Regulation - Paved	HoEs and ADH Facing organizations shall ensure that taxiway edge markers are provided on a taxiway where taxiway	N
3517[02](05)015	[02]	Authorized	AMC	3517(5).15 - AMC - Paved Taxiway	Taxiway edge markers should be installed at the same locations as the taxiway edge lights would be, had they been	N
3517[02](05)016	[02]	Authorized	AMC	3517(5).16 - AMC - Paved Taxiway	Taxiway Edge markers should:	N
3517[02](05)017	[02]	Authorized	GM	3517(5).17 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 5.5.5.	N
3517[02](06)	[02]	Authorized	Regulation	3517(6) - Regulation - Taxiway	HoEs and ADH Facing organizations shall ensure that taxiway centre-line markers are provided on a taxiway where	N
3517[02](06)018	[02]	Authorized	AMC	3517(6).18 - AMC - Taxiway Centre-	Taxiway centre-line markers should be installed at least at the same locations as the taxiway centre-line lights would be,	N
3517[02](06)019	[02]	Authorized	AMC	3517(6).19 - AMC - Taxiway Centre-	Taxiway centre-line markers should be located on the taxiway centre-line marking except that they may be offset by not	N
3517[02](06)020	[02]	Authorized	AMC	3517(6).20 - AMC - Taxiway Centre-	Taxiway centre-line markers should:	N
3517[02](06)021	[02]	Authorized	GM	3517(6).21 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 5.5.6.	N
3517[02](07)	[02]	Authorized	Regulation	3517(7) - Regulation - Unpaved	HoEs and ADH Facing organizations shall ensure that where the extent of an unpaved taxiway is not clearly indicated by	N
3517[02](07)022	[02]	Authorized	AMC	3517(7).22 - AMC - Unpaved	Where taxiway lights are provided, the markers should be incorporated in the light fixtures.	N
3517[02](07)023	[02]	Authorized	AMC	3517(7).23 - AMC - Unpaved	Where there are no lights, suitable markers should be placed to clearly delineate the taxiway.	N
3517[02](07)024	[02]	Authorized	GM	3517(7).24 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 5.5.7.	N
3517[02](08)	[02]	Authorized	Regulation	3517(8) - Regulation - Boundary	HoEs and ADH Facing organizations shall ensure that boundary markers are provided at an aerodrome where the	N
3517[02](08)025	[02]	Authorized	AMC	3517(8).25 - AMC - Boundary	Boundary markers should be spaced along the boundary of the landing area at intervals of not more than 200m, if the	N
3517[02](08)026	[02]	Authorized	AMC	3517(8).26 - AMC - Boundary	Boundary markers should:	N
3517[02](08)027	[02]	Authorized	GM	3517(8).27 - GM - Boundary	A single colour, orange or red, or two contrasting colours, orange and white or alternatively red and white, may be used,	N
3517[02](08)028	[02]	Authorized	GM	3517(8).28 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 5.5.8.	N
3517[02](09)	[02]	Authorized	Regulation	3517(9) - Regulation - Arrestor	HoEs and ADH Facing organizations shall ensure that the position of all runway arrestor gear cables are marked.	N
3517[02](09)029	[02]	Authorized	AMC	3517(9).29 - AMC - Arrestor	The position of all runway arrestor gear cables should be indicated by vertical illuminated arrestor gear markers as	N
3517[02](09)030	[02]	Authorized	GM	3517(9).30 - GM - Arrestor Systems	The average luminance of marker boards is detailed in RA 3515[1].	N
3517[02](10)	[02]	Authorized	Regulation	3517(10) - Regulation - Distance To	HoEs and ADH Facing organizations shall ensure that Runway Distance Markers (RDM) are installed on all runways.	N
3517[02](10)031	[02]	Authorized	AMC	3517(10).31 - AMC - Distance To	The RDM should	N
3517[02](10)032	[02]	Authorized	AMC	3517(10).32 - AMC - Distance To	The distance from the edge of the usable runway to the RDM should be a minimum 15m but no greater than 23m.	N
3517[02](10)033	[02]	Authorized	AMC	3517(10).33 - AMC - Distance To	The colour of the number on each RDM should be white on a black background.	N
3517[02](10)034	[02]	Authorized	AMC	3517(10).34 - AMC - Distance To	The height of the figures should be 1.0m and the stroke of each figure should be 0.13m wide. The breadth of the figure	N
3517[02](10)035	[02]	Authorized	GM	3517(10).35 - GM - Distance To Go	Where the length of the runway is not an exact multiple of 300m the amount remaining after subtraction of the maximum	N
3517[02](10)036	[02]	Authorized	GM	3517(10).36 - GM - Distance To Go	Markers that would normally be at a runway or taxiway intersection may be omitted. However, they may be sited up to	N
3517[02](10)037	[02]	Authorized	GM	3517(10).37 - GM - Distance To Go	The current control for an RDM will be in accordance with RA 3520(1) Table 3[2].	N
3517[02](10)038	[02]	Authorized	GM	3517(10).38 - GM - Distance To Go	The average luminance of marker boards is detailed in RA 3515[1].	N
3518[02]	[02]	Authorized	RA	3518 - RA (Issue 2) - Permanent	Obstacles in and around an aerodrome, such as buildings and navigation aids, have the potential to cause damage to	N
3518[02](01)	[02]	Authorized	Regulation	3518(1) - Regulation - Objects	Heads of Establishments (HoEs) and Aviation Duty Holder-Facing Organizations (ADH-Facing Organizations) shall	N
3518[02](01)001	[02]	Authorized	AMC	3518(1).1 - AMC - Objects Within	A fixed object, other than an obstacle, adjacent to a take-off climb, approach[1] or transitional surface should be marked	N
3518[02](01)002	[02]	Authorized	AMC	3518(1).2 - AMC - Objects Within	A fixed obstacle above a horizontal surface should be marked and if the aerodrome is used at night, lit. Such marking	N
3518[02](01)003	[02]	Authorized	AMC	3518(1).3 - AMC - Objects Within	A fixed object that extends above an obstacle limitation surface should be marked and, if the runway is used at night, lit.	N
3518[02](01)004	[02]	Authorized	AMC	3518(1).4 - AMC - Objects Within	Any elevated Aerodrome Ground Lighting (AGL) within the movement area which is not in itself sufficiently conspicuous	N
3518[02](01)005	[02]	Authorized	AMC	3518(1).5 - AMC - Objects Within	All obstacles within the distance specified in RA 3511[2] Table 5, column 11 or 12, from the centre-line of a taxiway, an	N
3518[02](01)006	[02]	Authorized	AMC	3518(1).6 - AMC - Objects Within	Overhead wires, cables, etc, crossing a river, waterway, valley or highway should be marked and their supporting towers	N
3518[02](01)007	[02]	Authorized	GM	3518(1).7 - GM - Objects Within the	Marking or lighting may be omitted when:	N
3518[02](01)008	[02]	Authorized	GM	3518(1).8 - GM - Objects Within the	Marking of elevated AGL can be achieved by marking their position with Airfield Retro-reflective Markers (ARMs) and/or	N

3518[02](01)009	[02]	Authorized	GM	3518(1).9 - GM - Objects Within the	Any road or railway within the approach will be 4.8m below the approach clearance plane. Where the required clearance	N
3518[02](01)010	[02]	Authorized	GM	3518(1).10 - GM - Civil	This regulation is in line with International Civil Aviation Organization (ICAO) Annex 14 Vol I Section 6.1.1.2 – 6.1.1.10.	N
3518[02](02)	[02]	Authorized	Regulation	3518(2) - Regulation - Objects	HoEs and ADH Facing organizations shall ensure that objects outside the boundaries of the OLS that are considered a	N
3518[02](02)011	[02]	Authorized	AMC	3518(2).11 - AMC - Objects Outside	Objects outside of the OLS which extend to a height of 150m or more, that are considered a hazard to aviation, should	N
3518[02](02)012	[02]	Authorized	AMC	3518(2).12 - AMC - Objects Outside	Other objects outside the OLS should be marked and/or lit if an aeronautical study indicates that the object could	N
3518[02](02)013	[02]	Authorized	GM	3518(2).13 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 6.1.2.	N
3518[02](03)	[02]	Authorized	Regulation	3518(3) - Regulation - Marking of	HoEs and ADH Facing organizations shall ensure that all fixed objects that require marking are conspicuously marked.	N
3518[02](03)014	[02]	Authorized	AMC	3518(3).14 - AMC - Marking of	All fixed objects that are marked should whenever practicable, be coloured.	N
3518[02](03)015	[02]	Authorized	GM	3518(3).15 - GM - Marking of	Where painting certain precision or critical surfaces would have an adverse effect on the desired transmission or	N
3518[02](04)	[02]	Authorized	Regulation	3518(4) - Regulation - Marking of	HoEs and ADH Facing organizations shall ensure that colours and patterns used to mark objects contrast with each	N
3518[02](04)016	[02]	Authorized	AMC	3518(4).16 - AMC - Marking of	An object should be coloured to show a chequered pattern if it has essentially unbroken surfaces, and its projection on	N
3518[02](04)017	[02]	Authorized	AMC	3518(4).17 - AMC - Marking of	An object should be coloured to show alternating contrasting bands if:	N
3518[02](04)018	[02]	Authorized	AMC	3518(4).18 - AMC - Marking of	The bands should be perpendicular to the longest dimension and have a width approximately 1/7 of the longest	N
3518[02](04)019	[02]	Authorized	AMC	3518(4).19 - AMC - Marking of	An object should be coloured in a single conspicuous colour if its projection on any vertical plane has both dimensions	N
3518[02](04)020	[02]	Authorized	AMC	3518(4).20 - AMC - Marking of	Red and white or alternatively orange and white should be used.	N
3518[02](04)021	[02]	Authorized	AMC	3518(4).21 - AMC - Marking of	Where a wind turbine is deemed to be an obstacle, the rotor blades, nacelle and upper 2/3 of the supporting mast of	N
3518[02](04)022	[02]	Authorized	AMC	3518(4).22 - AMC - Marking of	Colour and discrimination requirements for all objects should be as detailed in ICAO Annex 14, Vol I, Appendix 1.	N
3518[02](04)023	[02]	Authorized	GM	3518(4).23 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 6.2.	N
3518[02](05)	[02]	Authorized	Regulation	3518(5) - Regulation - Marking of	HoEs and ADH Facing organizations shall ensure that markers and flags on objects are readily identifiable both from the	N
3518[02](05)024	[02]	Authorized	AMC	3518(5).24 - AMC - Marking of	Markers displayed on or adjacent to objects should:	N
3518[02](05)025	[02]	Authorized	AMC	3518(5).25 - AMC - Marking of	Markers displayed on an overhead wire, cable, etc, should:	N
3518[02](05)026	[02]	Authorized	AMC	3518(5).26 - AMC - Marking of	When it has been determined that an overhead wire, cable, etc, needs to be marked but it is not practicable to install	N
3518[02](05)027	[02]	Authorized	AMC	3518(5).27 - AMC - Marking of	Flags displayed on or adjacent to objects should:	N
3518[02](05)028	[02]	Authorized	GM	3518(5).28 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 6.2.	N
3518[02](06)	[02]	Authorized	Regulation	3518(6) - Regulation - Marking of	HoEs and ADH Facing organizations shall ensure that all mobile objects to be marked are coloured or display flags.	N
3518[02](06)029	[02]	Authorized	AMC	3518(6).29 - AMC - Marking of	When mobile objects are marked by colour, a single conspicuous colour, preferably red or yellowish green for	N
3518[02](06)030	[02]	Authorized	AMC	3518(6).30 - AMC - Marking of	Flags used to mark mobile objects should be displayed around, on top of, or around the highest edge of the object.	N
3518[02](06)031	[02]	Authorized	AMC	3518(6).31 - AMC - Marking of	Flags used to mark mobile objects should not be less than 0.9m on each side and should consist of a chequered	N
3518[02](06)032	[02]	Authorized	GM	3518(6).32 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 6.2.	N
3518[02](07)	[02]	Authorized	Regulation	3518(7) - Regulation - Lighting of	HoEs and ADH Facing organizations shall ensure that the objects which are to be lit are indicated by low, medium or	N
3518[02](07)033	[02]	Authorized	AMC	3518(7).33 - AMC - Lighting of	Low intensity obstacle lights, Types A, B, C and D, medium intensity obstacle lights, Types A, B and C, high intensity	N
3518[02](07)034	[02]	Authorized	AMC	3518(7).34 - AMC - Lighting of	One or more low, medium or high intensity obstacle lights should be located as close as practicable to the top of the	N
3518[02](07)035	[02]	Authorized	AMC	3518(7).35 - AMC - Lighting of	In the case of chimney tower, the top lights should be placed sufficiently below the top of the structure to minimize	N
3518[02](07)036	[02]	Authorized	AMC	3518(7).36 - AMC - Lighting of	A tower or antenna structure greater than 12m in height indicated by high intensity obstacle lights by day and with an	N
3518[02](07)037	[02]	Authorized	AMC	3518(7).37 - AMC - Lighting of	An extensive object or of a group of closely spaced objects that are required to be lit should:	N
3518[02](07)038	[02]	Authorized	AMC	3518(7).38 - AMC - Lighting of	Where lights are applied to display the general definition of an extensive object or a group of closely spaced objects,	N
3518[02](07)039	[02]	Authorized	AMC	3518(7).39 - AMC - Lighting of	High intensity obstacle lights, Type A, and medium intensity obstacle lights, Types A and B, located on an object should	N
3518[02](07)040	[02]	Authorized	AMC	3518(7).40 - AMC - Lighting of	The number and arrangement of the obstacle lights at each level should be marked so that the object is indicated from	N
3518[02](07)041	[02]	Authorized	AMC	3518(7).41 - AMC - Lighting of	All fixed obstacle lighting located on the aerodrome should be under the control of Air Traffic Control (ATC).	N
3518[02](07)042	[02]	Authorized	GM	3518(7).42 - GM - Lighting of	Guidance on how a combination of low, medium and/or high-intensity lights on obstacles that need to be displayed are	N
3518[02](07)043	[02]	Authorized	GM	3518(7).43 - GM - Lighting of	When the OLS concerned is sloping and the highest point above the OLS is not the highest point of the object,	N
3518[02](07)044	[02]	Authorized	GM	3518(7).44 - GM - Lighting of	High-intensity obstacle lights are intended for day use as well as night use. Care is needed to ensure that these lights do	N
3518[02](07)045	[02]	Authorized	GM	3518(7).45 - GM - Lighting of	When, subject to a Safety Assessment, it has been shown that the use of high intensity obstacle lights, Type A, or	N
3518[02](07)046	[02]	Authorized	GM	3518(7).46 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 6.2.	N
3518[02](08)	[02]	Authorized	Regulation	3518(8) - Regulation - Lighting of	HoEs and ADH Facing organizations shall ensure that the number and arrangement of low, medium or high intensity	N
3518[02](08)047	[02]	Authorized	AMC	3518(8).47 - AMC - Lighting of	For objects with a height less than 45m above ground level, obstacle lights should be used as follows:	N
3518[02](08)048	[02]	Authorized	AMC	3518(8).48 - AMC - Lighting of	For objects with a height 45m to a height less than 150m above ground level, obstacle lights should be used as follows:	N
3518[02](08)049	[02]	Authorized	AMC	3518(8).49 - AMC - Lighting of	For objects with a height 150m or more above ground level, obstacle lights should be used as follows:	N
3518[02](08)050	[02]	Authorized	GM	3518(8).50 - GM - Lighting of	A group of buildings is regarded as an extensive object.	N

3518[02](08)051	[02]	Authorized	GM	3518(8).51 - GM - Lighting of	When, subject to a Safety Assessment, it has been shown that the use of high intensity obstacle lights, Type A, at night	N
3518[02](08)052	[02]	Authorized	GM	3518(8).52 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 6.2.	N
3518[02](09)	[02]	Authorized	Regulation	3518(9) - Regulation - Lighting of	HoE and ADH Facing organizations shall ensure that a wind turbine is marked and, if necessary, lit if it is determined to	N
3518[02](09)053	[02]	Authorized	AMC	3518(9).53 - AMC - Lighting of Wind	Medium intensity obstacle lights should be used to light Wind Turbines.	N
3518[02](09)054	[02]	Authorized	AMC	3518(9).54 - AMC - Lighting of Wind	Where a wind farm is a group of two or more wind turbines, it should be regarded as an extensive object and the lights	N
3518[02](09)055	[02]	Authorized	AMC	3518(9).55 - AMC - Lighting of Wind	The obstacle lights should be installed on the nacelle in such a manner as to provide an unobstructed view for Air	N
3518[02](09)056	[02]	Authorized	GM	3518(9).56 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 6.2.	N
3518[02](10)	[02]	Authorized	Regulation	3518(10) - Regulation - Lighting of	HoE and ADH Facing organizations shall ensure that Overhead Wires, Cables and Supporting Towers are marked/lit.	N
3518[02](10)057	[02]	Authorized	AMC	3518(10).57 - AMC - Lighting of	High intensity obstacle lights, Type B, should be used to indicate the presence of a tower supporting overhead wires,	N
3518[02](10)058	[02]	Authorized	AMC	3518(10).58 - AMC - Lighting of	Where high intensity obstacle lights, Type B, are used, they should be located at three levels:	N
3518[02](10)059	[02]	Authorized	AMC	3518(10).59 - AMC - Lighting of	The installation setting angles for high intensity obstacle lights, Type B, should be in accordance with Table 3.	N
3518[02](10)060	[02]	Authorized	GM	3518(10).60 - GM - Lighting of	High intensity obstacle lights, Type B, indicating the presence of a tower supporting overhead wires, cables, etc, may	N
3518[02](10)061	[02]	Authorized	GM	3518(10).61 - GM - Lighting of	The intervals between flashes of the lights may approximate the following ratios:	N
3518[02](10)062	[02]	Authorized	GM	3518(10).62 - GM - Lighting of	In some cases, this may require locating the lights off the tower.	N
3518[02](10)063	[02]	Authorized	GM	3518(10).63 - GM - Lighting of	When a Safety Assessment has determined that the use of high intensity obstacle lights, Type A, at night may dazzle	N
3518[02](10)064	[02]	Authorized	GM	3518(10).64 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 6.2.	N
3518[02](11)	[02]	Authorized	Regulation	3518(11) - Regulation - Lighting of	HoEs and ADH Facing organizations shall ensure that mobile objects which use the aerodrome, such as cranes or	N
3518[02](11)065	[02]	Authorized	AMC	3518(11).65 - AMC - Lighting of	Low intensity obstacle lights, Type C, should be displayed on vehicles and other mobile objects excluding Air Systems.	N
3518[02](11)066	[02]	Authorized	AMC	3518(11).66 - AMC - Lighting of	Low intensity obstacle lights, Type C, displayed on vehicles associated with emergency or security should be flashing-	N
3518[02](11)067	[02]	Authorized	AMC	3518(11).67 - AMC - Lighting of	Low intensity obstacle lights, Type D, should be displayed on follow-me vehicles.	N
3518[02](11)068	[02]	Authorized	AMC	3518(11).68 - AMC - Lighting of	Low intensity obstacle lights on objects with limited mobility such as aerobridges should be fixed-red, and as a minimum	N
3518[02](11)069	[02]	Authorized	GM	3518(11).69 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 6.2.	N
3518[02](12)	[02]	Authorized	Regulation	3518(12) - Regulation - Lighting of	HoEs and ADH Facing organizations shall ensure that arrestor barriers of the elevated type are considered as obstacles.	N
3518[02](12)070	[02]	Authorized	AMC	3518(12).70 - AMC - Lighting of Air	A flashing red uni-directional light located adjacent to each barrier mechanism and directed into the overshoot area	N
3518[02](12)071	[02]	Authorized	AMC	3518(12).71 - AMC - Lighting of Air	The warning lights should:	N
3518[02](12)072	[02]	Authorized	GM	3518(12).72 - GM - Lighting of Air	It is recommended that physical checks of the barrier and the warning light system be made twice daily and after each	N
3519[01]	[01]	Authorized	RA	3519 - RA (Issue 1) - Permanent	Some areas of the aerodrome will be unsafe for Air Systems to use. These areas need to be clearly identifiable, in order	N
3519[01](01)	[01]	Authorized	Regulation	3519(1) - Regulation - Closed	Heads of Establishments (HoEs) and Aviation Duty Holder (ADH) Facing organizations shall ensure that a closed	N
3519[01](01)001	[01]	Authorized	AMC	3519(1).1 - AMC - Closed Runways	A closed marking should be displayed on a temporarily closed runway or taxiway, except that such marking may be	N
3519[01](01)002	[01]	Authorized	AMC	3519(1).2 - AMC - Closed Runways	Closed Runway markings should be:	N
3519[01](01)003	[01]	Authorized	AMC	3519(1).3 - AMC - Closed Runways	Closed Taxiway markings should be:	N
3519[01](01)004	[01]	Authorized	AMC	3519(1).4 - AMC - Closed Runways	When a runway, or taxiway, or portion thereof is permanently or temporarily closed, all normal runway and taxiway	N
3519[01](01)005	[01]	Authorized	AMC	3519(1).5 - AMC - Closed Runways	In addition to closed markings, when the runway, or taxiway, or portion thereof closed is intercepted by a usable runway	N
3519[01](01)006	[01]	Authorized	AMC	3519(1).6 - AMC - Closed Runways	Lighting on a closed runway or taxiway or portion thereof should not be operated, except as required for maintenance	N
3519[01](01)007	[01]	Authorized	GM	3519(1).7 - GM - Closed Runways	Where a closed runway is available for emergency use and providing it has been inspected in the previous six months	N
3519[01](01)008	[01]	Authorized	GM	3519(1).8 - GM - Civil Equivalence.	This regulation is in line with International Civil Aviation Organization (ICAO) Annex 14 Vol I para 7.1.	N
3519[01](02)	[01]	Authorized	Regulation	3519(2) - Regulation - Hazardous	HoEs and ADH Facing organizations shall ensure that, if the provision of runway side stripes and taxiway edge markings	N
3519[01](02)009	[01]	Authorized	AMC	3519(2).9 - AMC - Hazardous Areas	Runway Shoulder. Runway Shoulder restricted use area markings should:	N
3519[01](02)010	[01]	Authorized	AMC	3519(2).10 - AMC - Hazardous	Taxiway Shoulder. Taxiway Shoulder restricted use area markings should:	N
3519[01](02)011	[01]	Authorized	AMC	3519(2).11 - AMC - Hazardous	Restricted Use Area. Restricted Use Area markings at Pre-Threshold areas should be marked with a chevron marking if:	N
3519[01](02)012	[01]	Authorized	AMC	3519(2).12 - AMC - Hazardous	Restricted Use Area markings should:	N
3519[01](02)013	[01]	Authorized	AMC	3519(2).13 - AMC - Hazardous	Blast pavement striping should be at least 15m long or the width of the blast pavement if less than 15m.	N
3519[01](02)014	[01]	Authorized	GM	3519(2).14 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 7.2.	N
3519[01](03)	[01]	Authorized	Regulation	3519(3) - Regulation -	HoEs and ADH Facing organizations shall ensure that unserviceability markers are displayed wherever any portion of a	N
3519[01](03)015	[01]	Authorized	AMC	3519(3).15 - AMC - Unserviceable	Unserviceability markers, and where necessary lights, should be placed at intervals sufficiently close to delineate the	N
3519[01](03)016	[01]	Authorized	AMC	3519(3).16 - AMC - Unserviceable	Unserviceability markers should consist of conspicuous upstanding devices such as flags, cones, lights or marker	N
3519[01](03)017	[01]	Authorized	GM	3519(3).17 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 7.4.	N
3520[02]	[02]	Authorized	RA	3520 - RA (Issue 2) - Permanent	The safety of operations at aerodromes is dependent on the quality of the power supplied through safety-related	N
3520[02](01)	[02]	Authorized	Regulation	3520(1) - Regulation - Aerodrome	Heads of Establishments (HoEs) and Aviation Duty Holder (ADH) Facing organizations shall ensure that the design and	N

3520[02](01)001	[02]	Authorized	AMC	3520(1).1 - AMC - Aerodrome	Adequate primary electrical power supply should be available at aerodromes for the safe functioning of air navigation	N
3520[02](01)002	[02]	Authorized	AMC	3520(1).2 - AMC - Aerodrome	Secondary power supplies should be provided for the following:	N
3520[02](01)003	[02]	Authorized	AMC	3520(1).3 - AMC - Aerodrome	Electric power supply connections to those facilities for which secondary power is required should be so arranged that	N
3520[02](01)004	[02]	Authorized	AMC	3520(1).4 - AMC - Aerodrome	The following aerodrome facilities should be provided with a secondary power supply capable of supplying power when	N
3520[02](01)005	[02]	Authorized	AMC	3520(1).5 - AMC - Aerodrome	The time interval between failure of the primary source of power and the complete restoration of the services required by	N
3520[02](01)006	[02]	Authorized	AMC	3520(1).6 - AMC - Aerodrome	Requirements for a secondary power supply should be met by either of the following:	N
3520[02](01)007	[02]	Authorized	AMC	3520(1).7 - AMC - Aerodrome	Where a runway forming part of a standard taxi-route is provided with runway lighting and taxiway lighting, the lighting	N
3520[02](01)008	[02]	Authorized	AMC	3520(1).8 - AMC - Aerodrome	Where the secondary power supply of an aerodrome is provided using duplicate feeders, such supplies should be	N
3520[02](01)009	[02]	Authorized	AMC	3520(1).9 - AMC - Aerodrome	A system of monitoring should be employed to indicate the operational status of the lighting systems.	N
3520[02](01)010	[02]	Authorized	AMC	3520(1).10 - AMC - Aerodrome	Where lighting systems are used for Air System control purposes, such systems should be monitored automatically to	N
3520[02](01)011	[02]	Authorized	AMC	3520(1).11 - AMC - Aerodrome	Where a change in the operational status of lights has occurred, an indication should be provided within two seconds for	N
3520[02](01)012	[02]	Authorized	GM	3520(1).12 - GM - Aerodrome	The recommended current settings may be different for LED light units.	N
3520[02](01)013	[02]	Authorized	GM	3520(1).13 - GM - Aerodrome	The Maximum Switchover Time is the time required for the actual intensity of a light measured in each direction to fall	N
3520[02](01)014	[02]	Authorized	GM	3520(1).14 - GM - Aerodrome	In order to provide the Interleaving Aerodrome Ground Lighting (AGL) operational luminous intensity the AGL services	N
3520[02](01)015	[02]	Authorized	GM	3520(1).15 - GM - Aerodrome	The current control for an Illuminated Runway Distance to go Marker (IRDM) is to be in accordance with Table 3. Where	N
3520[02](01)016	[02]	Authorized	GM	3520(1).16 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 8.1.	N
3520[02](02)	[02]	Authorized	Regulation	3520(2) - Regulation - Interleaving	HoEs and ADH Facing organizations shall ensure that the configuration of the electrical circuits that make up the AGL	N
3520[02](02)017	[02]	Authorized	AMC	3520(2).17 - AMC - Interleaving	Where interleaved circuits are provided, alternate lights should be connected to the same circuit. However, care needs	N
3520[02](02)018	[02]	Authorized	GM	3520(2).18 - GM - Interleaving	Interleaving techniques are to be used where alternate light units and/or lamps are controlled separately. The minimum	N
3520[02](02)019	[02]	Authorized	GM	3520(2).19 - GM - Interleaving	Interleaved circuits may be provided for the services listed in sub-paragraph 18b to increase integrity or to overcome a	N
3520[02](02)020	[02]	Authorized	GM	3520(2).20 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 8.2.	N
3520[02](03)	[02]	Authorized	Regulation	3520(3) - Regulation - Truck	HoEs and ADH Facing organizations shall ensure that when a runway control position is established, a suitable	N
3520[02](03)021	[02]	Authorized	AMC	3520(3).21 - AMC - Truck Runway	Where a TRC is established, a minimum 16 Ampere, Residual Current Device (RCD) and Portable Emissions	N
3521[02]	[02]	Authorized	RA	3521 - RA (Issue 2) - Permanent	The safety of operations at aerodromes is dependent on the quality of the various facilities available at the aerodrome.	N
3521[02](01)	[02]	Authorized	Regulation	3521(1) - Regulation - Air System	Heads of Establishments (HoEs) and Aviation Duty Holder - Facing Organizations (ADH - Facing Organizations) shall	N
3521[02](01)001	[02]	Authorized	AMC	3521(1).1 - AMC - Air System	Aerodrome Operators should promulgate arrestor system details in the relevant Aeronautical Information Publications.	N
3521[02](01)002	[02]	Authorized	GM	3521(1).2 - GM - Air System	Clearance for Air Systems to engage arrestor systems or trample cables is published in 'Release to Service' documents	N
3521[02](02)	[02]	Authorized	Regulation	3521(2) - Regulation - Runway	HoEs and ADH Facing organizations shall ensure that Runway Visual Range (RVR) measurement and assessment is	N
3521[02](02)003	[02]	Authorized	AMC	3521(2).3 - AMC - Runway Visual	Instrumental RVR (IRVR). An IRVR system should:	N
3521[02](02)004	[02]	Authorized	AMC	3521(2).4 - AMC - Runway Visual	RVR. Where instrumented RVR is not available, RVR for the purposes of category I and non-precision instrument	N
3521[02](02)005	[02]	Authorized	GM	3521(2).5 - GM - Runway Visual	Further information is contained within RA 3275[2].	N
3521[02](02)006	[02]	Authorized	GM	3521(2).6 - GM - Runway Visual	This regulation is in line with ICAO Annex 14 Vol I Annex 3.	N
3521[02](03)	[02]	Authorized	Regulation	3521(3) - Regulation - Compass	HoEs and ADH Facing organizations shall ensure that compass calibration bases are constructed to Class 1 or Class 2	N
3521[02](03)007	[02]	Authorized	AMC	3521(3).7 - AMC - Compass	Classes:	N
3521[02](03)008	[02]	Authorized	AMC	3521(3).8 - AMC - Compass	Construction:	N
3521[02](03)009	[02]	Authorized	AMC	3521(3).9 - AMC - Compass	The radius of the sterile area should be the radius of the datum compass circle plus 15m.	N
3521[02](03)010	[02]	Authorized	AMC	3521(3).10 - AMC - Compass	The centre of the compass base should be at least 200m from large buildings or continuous wire fences.	N
3521[02](03)011	[02]	Authorized	AMC	3521(3).11 - AMC - Compass	The compass base and access tracks should:	N
3521[02](03)012	[02]	Authorized	AMC	3521(3).12 - AMC - Compass	Magnetic Deviation Limits should be no greater than:	N
3521[02](03)013	[02]	Authorized	AMC	3521(3).13 - AMC - Compass	No magnetic anomalies should be present in Class 1 bases.	N
3521[02](03)014	[02]	Authorized	AMC	3521(3).14 - AMC - Compass	The maximum allowable Magnetic anomaly in a Class 2 base should be +/- 0.25° provided that;	N
3521[02](03)015	[02]	Authorized	AMC	3521(3).15 - AMC - Compass	The datum compass circle is a narrow pathway used to position the datum compass. It should be clearly marked. The	N
3521[02](03)016	[02]	Authorized	GM	3521(3).16 - GM - Compass	Further information and guidance on the location and construction of Compass Calibration bases can be obtained from	N
3521[02](03)017	[02]	Authorized	GM	3521(3).17 - GM - Compass	If a base will be used for Air Systems which have magnetic sensors below 1.5m, a special survey may be required.	N
3521[02](03)018	[02]	Authorized	GM	3521(3).18 - GM - Compass	QinetiQ Land Magnetic facilities need to be notified at the earliest opportunity of any planned work within 200m of the	N
3521[02](03)019	[02]	Authorized	GM	3521(3).19 - GM - Compass	Periodic surveys of all compass bases will be undertaken by staff from QinetiQ, Land Magnetic Facilities. Class 1 bases	N
3521[02](04)	[02]	Authorized	Regulation	3521(4) - Regulation - De-icing /	HoEs and ADH Facing organizations shall ensure that Air System de-icing / anti-icing facilities are provided.	N
3521[02](04)020	[02]	Authorized	AMC	3521(4).20 - AMC - De-icing / Anti-	De-icing / anti-icing facilities should be iaw in ICAO Annex 14, Volume I, Chapter 3, Section 15.	N
3521[02](04)021	[02]	Authorized	AMC	3521(4).21 - AMC - De-icing / Anti-	De-icing / anti-icing facilities should be provided either at Air System stands or at specified remote areas along the	N

3521[02](04)022	[02]	Authorized	AMC	3521(4).22 - AMC - De-icing / Anti-	The remote de-icing / anti-icing facility should be located outside of the obstacle limitation surfaces specified in RA	N
3521[02](04)023	[02]	Authorized	AMC	3521(4).23 - AMC - De-icing / Anti-	The remote de-icing / anti-icing facility should be so located as to provide for an expeditious traffic flow, perhaps with a	N
3521[02](04)024	[02]	Authorized	AMC	3521(4).24 - AMC - De-icing / Anti-	The size of a de-icing / anti-icing stand should be equal to the parking area required by the most demanding Air System	N
3521[02](04)025	[02]	Authorized	AMC	3521(4).25 - AMC - De-icing / Anti-	The number of de-icing / anti-icing stand required should be determined based on the meteorological conditions, the	N
3521[02](04)026	[02]	Authorized	AMC	3521(4).26 - AMC - De-icing / Anti-	The de-icing / anti-icing stand should be provided with suitable slopes to ensure satisfactory drainage of the area and to	N
3521[02](04)027	[02]	Authorized	AMC	3521(4).27 - AMC - De-icing / Anti-	The de-icing / anti-icing stand should be capable of withstanding the traffic of the Air System it is intended to serve, due	N
3521[02](04)028	[02]	Authorized	AMC	3521(4).28 - AMC - De-icing / Anti-	A de-icing / anti-icing stand should provide the minimum clearances specified in RA 3511[5] for Air System stands. If the	N
3521[02](04)029	[02]	Authorized	AMC	3521(4).29 - AMC - De-icing / Anti-	Where the de-icing / anti-icing facility is located adjoining a regular taxiway, the taxiway minimum separation distance	N
3521[02](04)030	[02]	Authorized	GM	3521(4).30 - GM - De-icing / Anti-	One of the primary factors influencing the location of a de-icing / anti-icing facility is to ensure that the holdover time of	N
3521[02](04)031	[02]	Authorized	GM	3521(4).31 - GM - De-icing / Anti-	Remote facilities compensate for changing weather conditions when icing conditions or blowing snow are expected to	N
3521[02](04)032	[02]	Authorized	GM	3521(4).32 - GM - De-icing / Anti-	The jet blast effects caused by a moving Air System on other Air Systems receiving the anti-icing treatment or taxiing	N
3521[02](04)033	[02]	Authorized	GM	3521(4).33 - GM - De-icing / Anti-	An Air System de-icing / anti-icing pad consists of:	N
3521[02](04)034	[02]	Authorized	GM	3521(4).34 - GM - De-icing / Anti-	Where more than one de-icing / anti-icing pad is provided, consideration needs to be given to providing de-icing / anti-	N
3521[02](04)035	[02]	Authorized	GM	3521(4).35 - GM - De-icing / Anti-	The excess de-icing / anti-icing fluid running off an Air System poses the risk of contamination of ground water in	N
3521[02](04)036	[02]	Authorized	GM	3521(4).36 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol I para 3.15.	N
3530[02]	[02]	Authorized	RA	3530 - RA (Issue 2) - Helicopter	A common reference system, reference codes and aerodrome data is required to inform the operational community of	N
3530[02](01)	[02]	Authorized	Regulation	3530(1) - Regulation - Helicopter	Heads of Establishments (HoEs) and Aviation Duty Holder - Facing Organizations (ADH - Facing Organizations) shall	N
3530[02](01)001	[02]	Authorized	AMC	3530(1).1 - AMC - Helicopter	Where an aerodrome has a permanent helicopter presence, the requirements of the RA 3530 and RA 3590 Series	N
3530[02](01)002	[02]	Authorized	AMC	3530(1).2 - AMC - Helicopter	Where an aerodrome operates both fixed and rotary wing assets, areas for the exclusive use of rotary wing assets	N
3530[02](01)003	[02]	Authorized	AMC	3530(1).3 - AMC - Helicopter	The RA 3530 Series of regulations applies only to single-main-rotor helicopters. For tandem-rotor helicopters the heliport	N
3530[02](01)004	[02]	Authorized	GM	3530(1).4 - GM - Helicopter Landing	Three types of HLS are defined:	N
3530[02](01)005	[02]	Authorized	GM	3530(1).5 - GM - Helicopter Landing	RA 3530 regulations do not apply to elevated heliports, helidecks or shipboard helidecks. Advice on these sites can be	N
3530[02](01)006	[02]	Authorized	GM	3530(1).6 - GM - Civil Equivalence.	This regulation is in line with International Civil Aviation Organization (ICAO) Annex 14 Vol II para 1.2.	N
3530[02](02)	[02]	Authorized	Regulation	3530(2) - Regulation - Permanent	HoE and ADH Facing organizations shall ensure that a common reference system for horizontal, vertical and temporal	N
3530[02](02)007	[02]	Authorized	AMC	3530(2).7 - AMC - Permanent	For a Horizontal reference system, the World Geodetic System - 1984 (WGS-84) should be used. Reported aeronautical	N
3530[02](02)008	[02]	Authorized	AMC	3530(2).8 - AMC - Permanent	Mean Sea Level Datum should be used as the vertical reference system.	N
3530[02](02)009	[02]	Authorized	AMC	3530(2).9 - AMC - Permanent	For a Temporal reference system, the Gregorian calendar and Coordinated Universal Time (UTC) should be used.	N
3530[02](02)010	[02]	Authorized	GM	3530(2).10 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol II para 1.3.	N
3530[02](03)	[02]	Authorized	Regulation	3530(3) - Regulation - Permanent	HoE and ADH Facing organizations shall ensure that the categorisation of permanent HLS movement areas is defined	N
3530[02](03)011	[02]	Authorized	AMC	3530(3).11 - AMC - Permanent	Performance Classes should be assigned as follows:	N
3530[02](04)	[02]	Authorized	Regulation	3530(4) - Regulation - Permanent	HoE and ADH Facing organizations shall ensure that the following attributes of the permanent HLS are established and	N
3530[02](04)013	[02]	Authorized	AMC	3530(4).13 - AMC - Permanent	When the permanent HLS or landing location is collocated with an aerodrome, the established aerodrome reference	N
3530[02](04)014	[02]	Authorized	AMC	3530(4).14 - AMC - Permanent	The permanent HLS Reference point should:	N
3530[02](04)015	[02]	Authorized	AMC	3530(4).15 - AMC - Permanent	The permanent HLS Elevation should:	N
3530[02](04)016	[02]	Authorized	AMC	3530(4).16 - AMC - Permanent	The following permanent HLS Dimensions and related information should be reported:	N
3530[02](04)017	[02]	Authorized	AMC	3530(4).17 - AMC - Permanent	The following geographical coordinates should be measured and reported to the aeronautical information services	N
3530[02](04)018	[02]	Authorized	AMC	3530(4).18 - AMC - Permanent	In addition, the top elevation, type, marking and lighting (if any) of obstacles should be reported to the aeronautical	N
3530[02](04)019	[02]	Authorized	AMC	3530(4).19 - AMC - Permanent	The following distances to the nearest metre or foot should be declared, where relevant, for a permanent HLS:	N
3530[02](04)020	[02]	Authorized	AMC	3530(4).20 - AMC - Permanent	Aeronautical Data quality requirements should be in accordance with ICAO Annex 14. Volume I, Appendix 5.	N
3530[02](04)021	[02]	Authorized	AMC	3530(4).21 - AMC - Permanent	Every effort should be made to ensure that the integrity of aeronautical data is maintained throughout the data process	N
3530[02](04)022	[02]	Authorized	GM	3530(4).22 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol II para 2.2 – 2.5.	N
3531[01]	[01]	Authorized	RA	3531 - RA (Issue 1) - Helicopter	The physical characteristics of a Helicopter Landing Site (HLS) are defined to reduce the risk associated with an Air	N
3531[01](01)	[01]	Authorized	Regulation	3531(1) - Regulation - Permanent	Heads of Establishments (HoEs) and Aviation Duty Holder (ADH) Facing organizations shall ensure that Final Approach	N
3531[01](01)001	[01]	Authorized	AMC	3531(1).1 - AMC - Permanent	Location. The FATO should be located to minimize the influence of the surrounding environment, including turbulence,	N
3531[01](01)002	[01]	Authorized	AMC	3531(1).2 - AMC - Permanent	A FATO should be located away from:	N
3531[01](01)003	[01]	Authorized	AMC	3531(1).3 - AMC - Permanent	Dimension. The dimensions of a FATO for Class 1 Helicopters should be:	N
3531[01](01)004	[01]	Authorized	AMC	3531(1).4 - AMC - Permanent	The dimensions of a FATO for Class 2 or 3 Helicopters should be:	N
3531[01](01)005	[01]	Authorized	AMC	3531(1).5 - AMC - Permanent	Slope. The slope should be designed to promote the most rapid drainage of water from the FATO.	N
3531[01](01)006	[01]	Authorized	AMC	3531(1).6 - AMC - Permanent	The mean slope of the FATO, in any direction, should not exceed 3%.	N

3531[01](01)007	[01]	Authorized	AMC	3531(1).7 - AMC - Permanent	No portion of a FATO should have a local slope exceeding:	N
3531[01](01)008	[01]	Authorized	AMC	3531(1).8 - AMC - Permanent	Surface. The surface of the FATO should:	N
3531[01](01)009	[01]	Authorized	AMC	3531(1).9 - AMC - Permanent	The surface of a FATO surrounding a Touchdown and Lift Off area (TLOF) intended for use by helicopters operated in	N
3531[01](01)010	[01]	Authorized	GM	3531(1).10 - GM - Permanent	Local conditions, such as elevation and temperature, may need to be considered when determining the size of a FATO.	N
3531[01](01)011	[01]	Authorized	GM	3531(1).11 - GM - Permanent	If turbulence mitigating design measures are warranted but not practical, operational limitations may need to be	N
3531[01](01)012	[01]	Authorized	GM	3531(1).12 - GM - Civil	This regulation is in line with International Civil Aviation Organization (ICAO) Annex 14 Vol II para 3.1.	N
3531[01](02)	[01]	Authorized	Regulation	3531(2) - Regulation - Permanent	HoEs and ADH Facing organizations shall ensure that a Clearway is provided for aerodromes intended for Performance	N
3531[01](02)013	[01]	Authorized	AMC	3531(2).13 - AMC - Permanent	Location. The Clearway should be located beyond the end of the FATO.	N
3531[01](02)014	[01]	Authorized	AMC	3531(2).14 - AMC - Permanent	Dimension. The width of a Clearway should be no less than that of the associated safety area[2].	N
3531[01](02)015	[01]	Authorized	AMC	3531(2).15 - AMC - Permanent	Slope. The ground in a Clearway should remain below a plane having an upward slope of 3%, the lower limit of this	N
3531[01](02)016	[01]	Authorized	GM	3531(2).16 - GM - Permanent	A clearway is not required for Performance Class 2 and 3 helicopters.	N
3531[01](02)017	[01]	Authorized	GM	3531(2).17 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol II para 3.1.	N
3531[01](03)	[01]	Authorized	Regulation	3531(3) - Regulation - Permanent	HoEs and ADH Facing organizations shall ensure that one TLOF is located within the FATO, or that one or more TLOFs	N
3531[01](03)018	[01]	Authorized	AMC	3531(3).18 - AMC - Permanent	Location. Where a TLOF is located within a FATO which can contain a circle of diameter more than 1D, the centre of the	N
3531[01](03)019	[01]	Authorized	AMC	3531(3).19 - AMC - Permanent	Dimension. The TLOF should be of sufficient size to contain a circle of diameter of at least 0.83D of the largest	N
3531[01](03)020	[01]	Authorized	AMC	3531(3).20 - AMC - Permanent	Slope. The TLOF surface should be designed to promote the most rapid drainage of water from the TLOF. The slope of	N
3531[01](03)021	[01]	Authorized	AMC	3531(3).21 - AMC - Permanent	Surface. The surface of a TLOF should be constructed without characteristics that would adversely affect the safety of	N
3531[01](03)022	[01]	Authorized	AMC	3531(3).22 - AMC - Permanent	Where the TLOF is within the FATO, the TLOF should be dynamic load-bearing.	N
3531[01](03)023	[01]	Authorized	AMC	3531(3).23 - AMC - Permanent	Where a TLOF is collocated with a helicopter stand, the TLOF should be static load-bearing and capable of withstanding	N
3531[01](03)024	[01]	Authorized	GM	3531(3).24 - GM - Permanent	For runway-type FATOs, additional TLOFs located in the FATO are acceptable.	N
3531[01](03)025	[01]	Authorized	GM	3531(3).25 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol II para 3.1.	N
3531[01](04)	[01]	Authorized	Regulation	3531(4) - Regulation - Permanent	HoEs and ADH Facing organizations shall ensure that a FATO is surrounded by a Safety Area.	N
3531[01](04)026	[01]	Authorized	AMC	3531(4).26 - AMC - Permanent	Dimension. For Visual Meteorological Conditions operations, the Safety Area should extend outwards from the periphery	N
3531[01](04)027	[01]	Authorized	AMC	3531(4).27 - AMC - Permanent	For Instrument Meteorological Conditions operations, the Safety Area should extend at least:	N
3531[01](04)028	[01]	Authorized	AMC	3531(4).28 - AMC - Permanent	Slope. The surface of the Safety Area, when solid, should have an upward slope no greater than 4% outwards from the	N
3531[01](04)029	[01]	Authorized	AMC	3531(4).29 - AMC - Permanent	Surface. Where applicable, the surface of the Safety Area should be treated to prevent flying debris caused by rotor	N
3531[01](04)030	[01]	Authorized	AMC	3531(4).30 - AMC - Permanent	When solid, the surface of the Safety Area abutting the FATO should be continuous with the FATO and capable of	N
3531[01](04)031	[01]	Authorized	GM	3531(4).31 - GM - Permanent	The surface of the Safety Area need not be solid.	N
3531[01](04)032	[01]	Authorized	GM	3531(4).32 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol II para 3.1.	N
3531[01](05)	[01]	Authorized	Regulation	3531(5) - Regulation - Permanent	HoEs and ADH Facing organizations shall ensure that, where required, a helicopter Ground Taxiway is provided to cater	N
3531[01](05)033	[01]	Authorized	AMC	3531(5).33 - AMC - Permanent	Location. For simultaneous operations, helicopter Ground Taxiway should not overlap.	N
3531[01](05)034	[01]	Authorized	AMC	3531(5).34 - AMC - Permanent	Minimum separation distances between helicopter Ground Taxiways and other taxiways, objects and helicopter stands	N
3531[01](05)035	[01]	Authorized	AMC	3531(5).35 - AMC - Permanent	Dimension. The width of a helicopter Ground Taxiway should be no less than 1.5 times the largest Undercarriage Width	N
3531[01](05)036	[01]	Authorized	AMC	3531(5).36 - AMC - Permanent	Horizontal helicopter Ground Taxiway curves should be compatible with the design helicopter and with a centre-line	N
3531[01](05)037	[01]	Authorized	AMC	3531(5).37 - AMC - Permanent	Helicopter Ground Taxiway intersection edge fillet radii should be no less than 10m.	N
3531[01](05)038	[01]	Authorized	AMC	3531(5).38 - AMC - Permanent	A helicopter Ground Taxiway should extend symmetrically on each side of the centre-line for at least 0.75 times the	N
3531[01](05)039	[01]	Authorized	AMC	3531(5).39 - AMC - Permanent	Longitudinal slope. The longitudinal slope of a helicopter Ground Taxiway should be no greater than 3%, to allow for	N
3531[01](05)040	[01]	Authorized	AMC	3531(5).40 - AMC - Permanent	Transverse slope. The transverse slopes of a Ground Taxiway should be sufficient to prevent the accumulation of water	N
3531[01](05)041	[01]	Authorized	AMC	3531(5).41 - AMC - Permanent	Surface. A helicopter Ground Taxiway should be static load-bearing and capable of withstanding the traffic of the	N
3531[01](05)042	[01]	Authorized	AMC	3531(5).42 - AMC - Permanent	The surface of a helicopter Ground Taxiway should be resistant to the effect of rotor downwash.	N
3531[01](05)043	[01]	Authorized	AMC	3531(5).43 - AMC - Permanent	Shoulders should extend symmetrically on each side of the Ground Taxiway and to a width 0.5 x maximum design	N
3531[01](05)044	[01]	Authorized	AMC	3531(5).44 - AMC - Permanent	The longitudinal slope on a helicopter Ground Taxiway shoulder should be no greater than 3%.	N
3531[01](05)045	[01]	Authorized	AMC	3531(5).45 - AMC - Permanent	The transverse slope on a helicopter Ground Taxiway shoulder should be no greater than 2%.	N
3531[01](05)046	[01]	Authorized	AMC	3531(5).46 - AMC - Permanent	The shoulder of a helicopter Ground Taxiway should be resistant to the effect of rotor downwash.	N
3531[01](05)047	[01]	Authorized	GM	3531(5).47 - GM - Permanent	When a taxiway is intended for use by Air Systems and helicopters, the provisions for taxiways for Air Systems and	N
3531[01](05)048	[01]	Authorized	GM	3531(5).48 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol II para 3.1.	N
3531[01](06)	[01]	Authorized	Regulation	3531(6) - Regulation - Permanent	HoEs and ADH Facing organizations shall ensure that, where required, a helicopter Air Taxiway is provided to cater for	N
3531[01](06)049	[01]	Authorized	AMC	3531(6).49 - AMC - Permanent	Location. Minimum separation distances between helicopter Air Taxiways and other taxiways, objects and helicopter	N
3531[01](06)050	[01]	Authorized	AMC	3531(6).50 - AMC - Permanent	Dimension. The width of a helicopter Air Taxiway should be at least two times the largest UCW of the helicopters that	N

3531[01](06)051	[01]	Authorized	AMC	3531(6).51 - AMC - Permanent	A helicopter Air Taxiway should extend symmetrically on each side of the centre-line for a distance at least equal to the	N
3531[01](06)052	[01]	Authorized	AMC	3531(6).52 - AMC - Permanent	Slope. The slopes of the surface of a helicopter Air Taxiway should not exceed the slope landing limitation of the	N
3531[01](06)053	[01]	Authorized	AMC	3531(6).53 - AMC - Permanent	The slopes of a helicopter Air Taxiway should be within design helicopter parameters and no more than 7%	N
3531[01](06)054	[01]	Authorized	AMC	3531(6).54 - AMC - Permanent	Surface. The surface of a helicopter Air Taxiway should:	N
3531[01](06)055	[01]	Authorized	GM	3531(6).55 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol II para 3.1.	N
3531[01](07)	[01]	Authorized	Regulation	3531(7) - Regulation - Permanent	HoEs and ADH Facing organizations shall ensure that Air Transit Routes are selected that allow Autorotative/One	N
3531[01](07)056	[01]	Authorized	AMC	3531(7).56 - AMC - Permanent	For day operations, the width of the Air Transit Route should be no less than 7 times the design helicopter radius.	N
3531[01](07)057	[01]	Authorized	AMC	3531(7).57 - AMC - Permanent	For night operations, the width of the Air Transit Route should be no less than 10 times the design helicopter radius.	N
3531[01](07)058	[01]	Authorized	AMC	3531(7).58 - AMC - Permanent	Centre-line direction changes of an Air Transit Route should be no more than 120°.	N
3531[01](07)059	[01]	Authorized	AMC	3531(7).59 - AMC - Permanent	Centre-line turn radii of an Air Transit Route should be no more than 270m.	N
3531[01](08)	[01]	Authorized	Regulation	3531(8) - Regulation - Permanent	HoEs and ADH Facing organizations shall ensure that HLS Aprons are located such that operations do not adversely	N
3531[01](08)061	[01]	Authorized	AMC	3531(8).61 - AMC - Permanent	Location. Minimum separation distances between helicopter aprons, helicopter taxiways, objects and helicopter stands	N
3531[01](08)062	[01]	Authorized	AMC	3531(8).62 - AMC - Permanent	Dimension. A helicopter stand intended to be used by helicopters turning in a hover should be of sufficient size to	N
3531[01](08)063	[01]	Authorized	AMC	3531(8).63 - AMC - Permanent	Where a helicopter stand is intended to be used for taxi-through and where the helicopter using the stand is not required	N
3531[01](08)064	[01]	Authorized	AMC	3531(8).64 - AMC - Permanent	Where a helicopter stand is intended to be used for turning, the minimum dimension of the stand and protection area	N
3531[01](08)065	[01]	Authorized	AMC	3531(8).65 - AMC - Permanent	Where a helicopter stand is intended to be used for turning, it should be surrounded by a protection area which extends	N
3531[01](08)066	[01]	Authorized	AMC	3531(8).66 - AMC - Permanent	Slope. The transverse slopes of an apron should be sufficient to prevent the accumulation of water on the surface of the	N
3531[01](08)067	[01]	Authorized	AMC	3531(8).67 - AMC - Permanent	Surface. A helicopter stand and associated protection area intended to be used for air taxiing should provide ground	N
3531[01](08)068	[01]	Authorized	AMC	3531(8).68 - AMC - Permanent	The central zone of a helicopter stand should be capable of withstanding the traffic of helicopters it is intended to serve	N
3531[01](08)069	[01]	Authorized	GM	3531(8).69 - GM - Permanent	For a helicopter stand intended to be used for turning on the ground by wheeled helicopters, the dimension of the	N
3531[01](08)070	[01]	Authorized	GM	3531(8).70 - GM - Civil Equivalence	This regulation is in line with ICAO Annex 14 Vol II para 3.1.	N
3531[01](09)	[01]	Authorized	Regulation	3531(9) - Regulation - Domestic	HoE and ADH Facing organizations shall ensure that, where required, a domestic HLS is constructed according to the	N
3531[01](09)071	[01]	Authorized	AMC	3531(9).71 - AMC - Domestic	Dimension. The size of a domestic HLS should be in accordance with the maximum and minimum dimensions given in	N
3531[01](09)072	[01]	Authorized	AMC	3531(9).72 - AMC - Domestic	The size of a domestic HLS should be determined according to the largest overall dimension of the helicopter using the	N
3531[01](09)073	[01]	Authorized	AMC	3531(9).73 - AMC - Domestic	In the absence of definite information on the type of helicopter to be operated, units should choose the largest site.	N
3531[01](09)074	[01]	Authorized	AMC	3531(9).74 - AMC - Domestic	Slope. The ground of a HLS should be level, however, where a slope is present, it should be uniform and:	N
3531[01](09)075	[01]	Authorized	AMC	3531(9).75 - AMC - Domestic	Surface. The surface of the centre of the site should be even and sufficiently firm to allow a fully loaded ground vehicle	N
3531[01](09)076	[01]	Authorized	AMC	3531(9).76 - AMC - Domestic	The landing point surface should be concrete/asphalt for a Group 3 HLS;	N
3531[01](09)077	[01]	Authorized	AMC	3531(9).77 - AMC - Domestic	The whole landing site should be cleared of loose materials or piles of dust/sand, which could be blown up by the rotor	N
3531[01](09)078	[01]	Authorized	AMC	3531(9).78 - AMC - Domestic	Landing sites with sandy or dusty surfaces should be stabilised or covered by an approved material.	N
3531[01](09)079	[01]	Authorized	AMC	3531(9).79 - AMC - Domestic	Snow and ice should be removed from the landing site.	N
3531[01](09)080	[01]	Authorized	GM	3531(9).80 - GM - Domestic	Larger dimensions than those provided may be appropriate depending on factors such as the size of the load to be lifted	N
3532[02]	[02]	Authorized	RA	3532 - RA (Issue 2) - Helicopter	The purpose of the Obstacle Limitation Surfaces (OLS) is to define the airspace around Helicopter Landing Sites (HLS)	N
3532[02](01)	[02]	Authorized	Regulation	3532(1) - Regulation - Permanent	Heads of Establishment (HoE) and Aviation Duty Holder - Facing organizations (ADH - Facing organizations) shall	N
3532[02](01)001	[02]	Authorized	AMC	3532(1).1 - AMC - Permanent	The Approach Surface should:	N
3532[02](01)002	[02]	Authorized	AMC	3532(1).2 - AMC - Permanent	The Transitional Surface should:	N
3532[02](01)003	[02]	Authorized	AMC	3532(1).3 - AMC - Permanent	The Take-Off Climb Surface should:	N
3532[02](01)004	[02]	Authorized	AMC	3532(1).4 - AMC - Permanent	Surface level HLS should have at least two approach and take-off surfaces to avoid downwind conditions, minimize	N
3532[02](01)005	[02]	Authorized	AMC	3532(1).5 - AMC - Permanent	Visual Approach Slope Indicator Obstacle Protection Surface should:	N
3532[02](01)006	[02]	Authorized	AMC	3532(1).6 - AMC - Permanent	Where no transitional surface is provided, a protected side slope should be provided rising at 45° from the edge of the	N
3532[02](01)007	[02]	Authorized	AMC	3532(1).7 - AMC - Permanent	No fixed object should be permitted above the plane of the FATO on a safety area, except for frangible objects, which,	N
3532[02](01)008	[02]	Authorized	GM	3532(1).8 - GM - Permanent	Helicopter take-off performance is reduced in a curve and as such a straight portion along the take-off climb surface	N
3532[02](01)009	[02]	Authorized	GM	3532(1).9 - GM - Permanent	For HLS intended to be used by helicopters operated in performance Class 2 and 3 it is good practice for the departure	N
3532[02](01)010	[02]	Authorized	GM	3532(1).10 - GM - Permanent	To support operations with only one approach and take-off climb surface, an aeronautical study may be undertaken by	N
3532[02](01)011	[02]	Authorized	GM	3532(1).11 - GM - Civil	This regulation is in line with International Civil Aviation Organization (ICAO) Annex 14 Vol II Chapter 4.	N
3532[02](02)	[02]	Authorized	Regulation	3532(2) - Regulation - Permanent	HoEs and ADH Facing organizations shall ensure that OLS are established for a FATO at HLS with non-instrument	N
3532[02](02)012	[02]	Authorized	AMC	3532(2).12 - AMC - Permanent	Obstacle limitation surfaces indicated in Table 1 should be established for a FATO at HLS with non-instrument approach	N
3532[02](02)013	[02]	Authorized	GM	3532(2).13 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol II para 5.3.	N
3532[02](03)	[02]	Authorized	Regulation	3532(3) - Regulation - Permanent	HoEs and ADH Facing organizations shall ensure that for an instrument FATO with a Precision or Non-Precision	N

3532[02](03)014	[02]	Authorized	AMC	3532(3).14 - AMC - Permanent	The slopes of the obstacle limitation surfaces should be less than, and their other dimensions should be greater than	N
3532[02](03)015	[02]	Authorized	GM	3532(3).15 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol II para 4.2.	N
3532[02](04)	[02]	Authorized	Regulation	3532(4) - Regulation - Permanent	HoEs and ADH Facing organizations shall ensure that an OLS is established for FATOs where visual approach slope	N
3532[02](04)016	[02]	Authorized	AMC	3532(4).16 - AMC - Permanent	The characteristics of the OLS, ie origin, divergence, length and slope, should correspond to those specified in Table 4.	N
3532[02](04)017	[02]	Authorized	AMC	3532(4).17 - AMC - Permanent	New objects or extensions of existing objects should not be permitted above the obstacle protection surface except	N
3532[02](04)018	[02]	Authorized	AMC	3532(4).18 - AMC - Permanent	Existing objects above the obstacle protection surface should be removed except when, in the opinion of the appropriate	N
3532[02](04)019	[02]	Authorized	AMC	3532(4).19 - AMC - Permanent	Where an aeronautical study indicates that an existing object extending above an obstacle protection surface could	N
3532[02](04)020	[02]	Authorized	GM	3532(4).20 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol II para 4.2.	N
3532[02](05)	[02]	Authorized	Regulation	3532(5) - Regulation - Domestic	HoEs and ADH Facing organizations shall ensure that obstacles in the immediate vicinity of a Domestic HLS are	N
3532[02](05)021	[02]	Authorized	AMC	3532(5).21 - AMC - Domestic	Domestic HLS should be cleared of obstacles as indicated in RA 3531(9)[6].	N
3532[02](06)	[02]	Authorized	Regulation	3532(6) - Regulation - Domestic	HoEs and ADH Facing organizations shall ensure that obstacle free approach and exit paths are established for all	N
3532[02](06)023	[02]	Authorized	AMC	3532(6).23 - AMC - Domestic	Approach and exit paths for day operations (excluding recce) should:	N
3532[02](06)024	[02]	Authorized	AMC	3532(6).24 - AMC - Domestic	Approach and exit paths for night operations (excluding recce) should:	N
3533[02]	[02]	Authorized	RA	3533 - RA (Issue 2) - Helicopter	At Helicopter Landing Sites (HLS), and in particular, where landing information is not available through radio	N
3533[02](01)	[02]	Authorized	Regulation	3533(1) - Regulation - Helicopter	Heads of Establishment (HoE) and Aviation Duty Holder - Facing organizations (ADH - Facing organizations) shall	N
3533[02](01)001	[02]	Authorized	AMC	3533(1).1 - AMC - Helicopter	A wind direction indicator should be located to indicate the wind conditions over the Final Approach and Take Off area	N
3533[02](01)002	[02]	Authorized	AMC	3533(1).2 - AMC - Helicopter	Where a TLOF and/or FATO may be subject to a disturbed airflow, then additional wind direction indicators located	N
3533[02](01)003	[02]	Authorized	AMC	3533(1).3 - AMC - Helicopter	Wind direction indicators should:	N
3533[02](01)004	[02]	Authorized	AMC	3533(1).4 - AMC - Helicopter	Wind direction indicators at a HLS intended for use at night should be illuminated.	N
3533[02](01)005	[02]	Authorized	GM	3533(1).5 - GM - Helicopter Landing	Where practicable, a single colour may be used. Where a combination of two colours is required to give adequate	N
3533[02](01)006	[02]	Authorized	GM	3533(1).6 - GM - Civil Equivalence.	This regulation is in line with International Civil Aviation Organization (ICAO) Annex 14 Vol II para 5.1.	N
3533[02](02)	[02]	Authorized	Regulation	3533(2) - Regulation - Permanent	HoEs and ADH Facing organizations shall ensure that permanent HLS are readily identifiable from the air.	N
3533[02](02)007	[02]	Authorized	AMC	3533(2).7 - AMC - Permanent	A HLS name marking should be provided at a HLS where there is insufficient alternative means of visual identification.	N
3533[02](02)008	[02]	Authorized	AMC	3533(2).8 - AMC - Permanent	The markings, where provided, should:	N
3533[02](02)009	[02]	Authorized	GM	3533(2).9 - GM - Permanent	For Non-runway type FATOs, the minimum height may be reduced to 1.5m.	N
3533[02](02)010	[02]	Authorized	GM	3533(2).10 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol II para 5.2.	N
3534[01]	[01]	Authorized	RA	3534 - RA (Issue 1) - Helicopter	A Helicopter Landing Site (HLS) can be a confusing place to operate within. If clear indications are not provided to direct	N
3534[01](01)	[01]	Authorized	Regulation	3534(1) - Regulation - Helicopter	Heads of Establishment (HoE) and Aviation Duty Holder (ADH) Facing organizations shall ensure that HLS identification	N
3534[01](01)001	[01]	Authorized	AMC	3534(1).1 - AMC - Helicopter	Permanent HLS Identification Markings should:	N
3534[01](01)002	[01]	Authorized	AMC	3534(1).2 - AMC - Helicopter	A Domestic HLS at a hospital should consist of a letter H, red in colour, on a white cross made of squares adjacent to	N
3534[01](01)003	[01]	Authorized	GM	3534(1).3 - GM - Civil Equivalence.	This regulation is in line with International Civil Aviation Organization (ICAO) Annex 14 Vol II para 5.2.	N
3534[01](02)	[01]	Authorized	Regulation	3534(2) - Regulation - Permanent	HoEs and ADH Facing organizations shall ensure that, where the extent of the FATO is not self-evident, FATO markings	N
3534[01](02)004	[01]	Authorized	AMC	3534(2).4 - AMC - Permanent	FATO dimension markings should:	N
3534[01](02)005	[01]	Authorized	AMC	3534(2).5 - AMC - Permanent	FATO perimeter markings or markers should:	N
3534[01](02)006	[01]	Authorized	AMC	3534(2).6 - AMC - Permanent	Where it is necessary to designate the runway type FATO to the pilot, a FATO designation marking should:	N
3534[01](02)007	[01]	Authorized	GM	3534(2).7 - GM - Permanent	FATO perimeter marking or markers must be provided at a surface-level heliport where the extent of the FATO is not	N
3534[01](02)008	[01]	Authorized	GM	3534(2).8 - GM - Civil Equivalence.	This regulation is in line with ICAO Annex 14 Vol II para 5.2.	N
3534[01](03)	[01]	Authorized	Regulation	3534(3) - Regulation - Permanent	HoEs and ADH Facing organizations shall ensure that an aiming point is provided at a Permanent HLS where it is	N
3534[01](03)009	[01]	Authorized	AMC	3534(3).9 - AMC - Permanent	Aiming point markings should:	N
3534[01](03)010	[01]	Authorized	GM	3534(3).10 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol II para 5.2.	N
3534[01](04)	[01]	Authorized	Regulation	3534(4) - Regulation - Permanent	HoEs and ADH Facing organizations shall ensure that a TLOF perimeter marking is displayed if the perimeter of the	N
3534[01](04)011	[01]	Authorized	AMC	3534(4).11 - AMC - Permanent	TLOF perimeter markings should:	N
3534[01](04)012	[01]	Authorized	GM	3534(4).12 - GM - Permanent	The values in Figure 5 may be used to determine TLOF perimeter markings to cater for increased conspicuity for large	N
3534[01](04)013	[01]	Authorized	GM	3534(4).13 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol II para 5.2.	N
3534[01](05)	[01]	Authorized	Regulation	3534(5) - Regulation - Permanent	HoEs and ADH Facing organizations shall ensure that a touchdown / positioning marking is provided where it is	N
3534[01](05)014	[01]	Authorized	AMC	3534(5).14 - AMC - Permanent	Touchdown / positioning markings should:	N
3534[01](05)015	[01]	Authorized	GM	3534(5).15 - GM - Permanent	The centre of the touchdown / positioning marking may be offset away from the centre of the TLOF where an	N
3534[01](05)016	[01]	Authorized	GM	3534(5).16 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol II para 5.2.	N
3534[01](06)	[01]	Authorized	Regulation	3534(6) - Regulation - Permanent	HoEs and ADH Facing organizations shall ensure that the centre-line of a helicopter Air Taxiway or, if not self-evident,	N

3534[01](06)017	[01]	Authorized	AMC	3534(6).17 - AMC - Permanent	Air Taxiway centre-line markings should:	N
3534[01](06)018	[01]	Authorized	AMC	3534(6).18 - AMC - Permanent	Air Taxiway centre-line markers should:	N
3534[01](06)019	[01]	Authorized	AMC	3534(6).19 - AMC - Permanent	Air Taxiway edge markings should:	N
3534[01](06)020	[01]	Authorized	AMC	3534(6).20 - AMC - Permanent	Air Taxiway edge markers should:	N
3534[01](06)021	[01]	Authorized	AMC	3534(6).21 - AMC - Permanent	Air Taxiway edge markers should not:	N
3534[01](06)022	[01]	Authorized	AMC	3534(6).22 - AMC - Permanent	Air Taxiway markers:	N
3534[01](06)023	[01]	Authorized	GM	3534(6).23 - GM - Permanent	Where there is potential for a helicopter Air Taxiway to be confused with a helicopter Ground Taxiway, signage may be	N
3534[01](06)024	[01]	Authorized	GM	3534(6).24 - GM - Permanent	Good contrast and visibility can be achieved by having the marker divided into three equal, horizontal bands coloured	N
3534[01](06)025	[01]	Authorized	GM	3534(6).25 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol II para 5.2.	N
3534[01](07)	[01]	Authorized	Regulation	3534(7) - Regulation - Permanent	HoEs and ADH Facing organizations shall ensure that Air Taxi routes, where established, are marked with Air Taxi route	N
3534[01](07)026	[01]	Authorized	AMC	3534(7).26 - AMC - Permanent	Air Taxi route markers should:	N
3534[01](07)027	[01]	Authorized	GM	3534(7).27 - GM - Permanent	Good contrast and visibility can be achieved by having the marker divided into three equal, vertical bands coloured	N
3534[01](07)028	[01]	Authorized	GM	3534(7).28 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol II para 5.2.	N
3534[01](08)	[01]	Authorized	Regulation	3534(8) - Regulation - Permanent	HoEs and ADH Facing organizations shall ensure that helicopter stands, where established, are marked with helicopter	N
3534[01](08)029	[01]	Authorized	AMC	3534(8).29 - AMC - Permanent	Helicopter stand perimeter markings should:	N
3534[01](08)030	[01]	Authorized	AMC	3534(8).30 - AMC - Permanent	Helicopter stand stop line markings:	N
3534[01](08)031	[01]	Authorized	AMC	3534(8).31 - AMC - Permanent	Helicopter stand identification markings should:	N
3534[01](08)032	[01]	Authorized	GM	3534(8).32 - GM - Permanent	Where it is intended that helicopters proceed in one direction only, arrows indicating the direction to be followed may be	N
3534[01](08)033	[01]	Authorized	GM	3534(8).33 - GM - Permanent	Additional markings relating to stand size may be provided.	N
3534[01](08)034	[01]	Authorized	GM	3534(8).34 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol II para 5.2.	N
3534[01](09)	[01]	Authorized	Regulation	3534(9) - Regulation - Permanent	HoEs and ADH Facing organizations shall ensure that flight path alignment guidance marking(s) are provided at	N
3534[01](09)035	[01]	Authorized	AMC	3534(9).35 - AMC - Permanent	Flight path alignment guidance markings should:	N
3534[01](09)036	[01]	Authorized	GM	3534(9).36 - GM - Permanent	In the case of a flight path limited to a single approach direction or single departure direction, the arrow marking may be	N
3534[01](09)037	[01]	Authorized	GM	3534(9).37 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol II para 5.2.	N
3535[03]	[03]	Authorized	RA	3535 - RA (Issue 3) - Helicopter	In dusk or poor visibility conditions by day, lighting can be more effective than marking. Aeronautical Ground Lights	N
3535[03](01)	[03]	Authorized	Regulation	3535(1) - Regulation - Permanent	Heads of Establishments (HoEs) and Aviation Duty Holder - Facing organizations (ADH - Facing organizations) shall	N
3535[03](01)001	[03]	Authorized	AMC	3535(1).1 - AMC - Permanent	Apron, taxiway and obstacle lighting, on an HLS, should be in accordance with (iaw) RA 3515[1].	N
3535[03](01)002	[03]	Authorized	AMC	3535(1).2 - AMC - Dangerous or	A non-AGL which, due to its intensity, configuration or colour, might prevent or cause confusion in the clear	N
3535[03](01)003	[03]	Authorized	AMC	3535(1).3 - AMC - Dangerous or	In the case of HLS located near navigable waters, consideration should be given to ensuring that aeronautical ground	N
3535[03](01)004	[03]	Authorized	AMC	3535(1).4 - AMC - Beacons.	A Permanent HLS acquisition beacon should:	N
3535[03](01)005	[03]	Authorized	GM	3535(1).5 - GM - Permanent	Light shields may be used to reduce the intensity below the horizontal to prevent dazzle to pilots.	N
3535[03](01)006	[03]	Authorized	GM	3535(1).6 - GM - Permanent	An identification beacon may be installed at a Rotary Wing Permanent Base as well as an Acquisition Beacon, iaw RA	N
3535[03](01)007	[03]	Authorized	GM	3535(1).7 - GM - Civil Equivalence.	This regulation is in line with International Civil Aviation Organization (ICAO) Annex 14 Vol II para 5.3.	N
3535[03](02)	[03]	Authorized	Regulation	3535(2) - Regulation - Permanent	HoEs and ADH-Facing organizations shall ensure that an approach lighting system is provided at a Permanent HLS	N
3535[03](02)008	[03]	Authorized	AMC	3535(2).8 - AMC - Approach	An Approach Lighting System should:	N
3535[03](02)009	[03]	Authorized	AMC	3535(2).9 - AMC - Flight Path	A Flight Path Alignment Guidance System should:	N
3535[03](02)010	[03]	Authorized	GM	3535(2).10 - GM - Permanent	The lights beyond the crossbar may be steady or sequenced flashing, depending upon the environment. Sequenced	N
3535[03](02)011	[03]	Authorized	GM	3535(2).11 - GM - Permanent	The following intensity settings have been found suitable:	N
3535[03](02)012	[03]	Authorized	GM	3535(2).12 - GM - Permanent	When operationally justified a NATO 'T' may be provided iaw STANAG 2999[2] (the NATO 'T' can be used for trooping	N
3535[03](02)013	[03]	Authorized	GM	3535(2).13 - GM - Permanent	AGL for Helicopter Night Landing Training.	N
3535[03](02)014	[03]	Authorized	GM	3535(2).14 - GM - Permanent	The flight path alignment guidance lighting can be combined with flight path alignment guidance markings described in	N
3535[03](02)015	[03]	Authorized	GM	3535(2).15 - GM - Permanent	The number of lights and spacing between these lights may be adjusted to reflect the space available, however 5 lights	N
3535[03](02)016	[03]	Authorized	GM	3535(2).16 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol II para 5.3.	N
3535[03](03)	[03]	Authorized	Regulation	3535(3) - Regulation - Permanent	HoEs and ADH-Facing organizations shall ensure that additional guidance systems are provided to serve the approach	N
3535[03](03)017	[03]	Authorized	AMC	3535(3).17 - AMC - Visual	A Visual Alignment Guidance System (VAGS) should:	N
3535[03](03)018	[03]	Authorized	AMC	3535(3).18 - AMC - Visual	The standard visual approach slope indicator systems for helicopter operations should consist of one of the following:	N
3535[03](03)019	[03]	Authorized	AMC	3535(3).19 - AMC - Visual	A visual approach slope indicator should:	N
3535[03](03)020	[03]	Authorized	AMC	3535(3).20 - AMC - Abbreviated	An APAPI System should be installed where there is a requirement to fit a Visual Approach Slope Indicator and there is	N
3535[03](03)021	[03]	Authorized	AMC	3535(3).21 - AMC - Abbreviated	An APAPI should:	N

3535[03](03)022	[03]	Authorized	AMC	3535(3).22 - AMC - Helicopter	A HAPI System should be installed where there is a requirement to fit a Visual Approach Slope Indicator and there is no	N
3535[03](03)023	[03]	Authorized	AMC	3535(3).23 - AMC - Helicopter	A HAPI should:	N
3535[03](03)024	[03]	Authorized	GM	3535(3).24 - GM - Permanent	An example of where obstacle criteria may drive the need for a VAGS is where an aeronautical study indicates that an	N
3535[03](03)025	[03]	Authorized	GM	3535(3).25 - GM - Permanent	The requirements of sub-paras c. and d. above can be met for lights on a line normal to the line of sight if the light units	N
3535[03](03)026	[03]	Authorized	GM	3535(3).26 - GM - Permanent	This RA applies to PAPI installation for HLS, APAPI and HAPI installations. The following specifications apply to PAPI,	N
3535[03](03)027	[03]	Authorized	GM	3535(3).27 - GM - Permanent	Existing Objects:	N
3535[03](03)028	[03]	Authorized	GM	3535(3).28 - GM - Permanent	The lateral spacing between APAPI units may be increased to 9m (±1m) if greater range is required or later conversion	N
3535[03](03)029	[03]	Authorized	GM	3535(3).29 - GM - Permanent	Care is required in the design of the units to minimize spurious signals between the signal sectors and at the azimuth	N
3535[03](03)030	[03]	Authorized	GM	3535(3).30 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol II para 5.3.	N
3535[03](04)	[03]	Authorized	Regulation	3535(4) - Regulation - Permanent	HoEs and ADH-Facing organizations shall ensure that, where a Permanent HLS is intended for use at night, lights are	N
3535[03](04)031	[03]	Authorized	AMC	3535(4).31 - AMC - FATO Lights.	FATO lights should:	N
3535[03](04)032	[03]	Authorized	AMC	3535(4).32 - AMC - Aiming Point	Aiming Point Lights should:	N
3535[03](04)033	[03]	Authorized	AMC	3535(4).33 - AMC - TLOF Lights.	The TLOF lighting system should consist of one or more of the following:	N
3535[03](04)034	[03]	Authorized	AMC	3535(4).34 - AMC - TLOF Lights.	TLOF perimeter lights should:	N
3535[03](04)035	[03]	Authorized	AMC	3535(4).35 - AMC - TLOF Lights.	TLOF floodlighting should:	N
3535[03](04)036	[03]	Authorized	AMC	3535(4).36 - AMC - TLOF Lights.	ASPSL and LP lighting should be iaw ICAO Annex 14, Volume II, 5.3.9.	N
3535[03](04)037	[03]	Authorized	GM	3535(4).37 - GM - Permanent	A suitable brilliancy control, where provided, will allow for adjustment of light intensity to meet the prevailing conditions.	N
3535[03](04)038	[03]	Authorized	GM	3535(4).38 - GM - Civil	This regulation is in line with ICAO Annex 14 Vol II para 5.3.	N
3535[03](05)	[03]	Authorized	Regulation	3535(5) - Regulation - Permanent	HoEs and ADH-Facing organizations shall ensure that, where an Air Transit Route is intended to be used at night or	N
3535[03](05)039	[03]	Authorized	AMC	3535(5).39 - AMC - Permanent	Air Transit Route lights should:	N
3535[03](05)040	[03]	Authorized	GM	3535(5).40 - GM - Permanent	Consideration may need to be given to selecting filter types or lamp sizes, which will provide the most consistent level of	N
3535[03](06)	[03]	Authorized	Regulation	3535(6) - Regulation - Permanent	HoEs and ADH-Facing organizations shall ensure that all AGL fittings are of such construction, intensity and colour so	N
3535[03](06)041	[03]	Authorized	AMC	3535(6).41 - AMC - Construction.	AGL construction should be as per RA 3515(28)[6].	N
3535[03](06)042	[03]	Authorized	AMC	3535(6).42 - AMC - Intensity.	The intensity and distribution of AGL should be iaw Figure 7.	N
3535[03](06)043	[03]	Authorized	AMC	3535(6).43 - AMC - Colour.	Colour requirements for all AGL should be as detailed in ICAO Annex 14, Vol I, Appendix 1.	N
3535[03](07)	[03]	Authorized	Regulation	3535(7) - Regulation - Domestic	HoEs and ADH-Facing organizations shall ensure that all Domestic HLS intended for night operations are lit and	N
3535[03](07)045	[03]	Authorized	AMC	3535(7).45 - AMC - Domestic	Lighting requirements for Domestic HLS that are used at night should be iaw Table 2.	N
3535[03](07)046	[03]	Authorized	AMC	3535(7).46 - AMC - Domestic	Marshalling requirements for Domestic HLS that are used at night should be iaw Table 2.	N
3535[03](07)047	[03]	Authorized	AMC	3535(7).47 - AMC - Domestic	For Group 3 HLS, Red/Green flares should be provided for the use of the Site Co-ordinator if the site is suitable for their	N
3536[05]	[05]	Authorized	RA	3536 - RA (Issue 5) - Domestic	► The safety of operations at a Domestic HLS is dependent on the quality of the services, equipment and installations	N
3550[04]	[04]	Authorized	RA	3550 - RA (Issue 4) - Temporary	The employment of military ► Aircraft ◀ in a tactical role (in the UK or overseas) may require the establishment and / or	N
3590[05]	[05]	Authorized	RA	Maintenance and Safeguarding	► An Aerodrome or Helicopter Landing Site (HLS) is intended to be a safe place for Aircraft to operate from. Inadequate	N
3590[05](01)	[05]	Authorized	Regulation	Maintenance - General	3590(1) Heads of Establishments (HoEs) and Aviation Duty HolderFacing organizations (ADH-Facing organizations)	N
3590[05](01)001	[05]	Authorized	AMC	Maintenance - General	1. The design and application of the Maintenance programme should observe Human Factors principles in accordance	N
3590[05](01)002	[05]	Authorized	GM	Maintenance - General	2. Preventive Maintenance is programmed Maintenance work done in order to prevent a failure or degradation of	N
3590[05](01)003	[05]	Authorized	GM	Maintenance - General	3. “Facilities” are intended to include such items as pavements, visual aids, fencing, drainage systems, electrical	N
3590[05](01)004	[05]	Authorized	GM	Maintenance - General	4. This regulation is in line with ICAO Annex 14 Vol I para 10.1.1 – 10.1.2.	N
3590[05](02)	[05]	Authorized	Regulation	Maintenance - Pavements - Friction	3590(2) HoEs and ADH-Facing organizations shall ensure that the surfaces of all Runways have their friction conditions	N
3590[05](02)005	[05]	Authorized	AMC	Maintenance - Pavements - Friction	5. The surface of a Runway should be maintained in a condition such as to prevent formation of harmful irregularities	N
3590[05](02)006	[05]	Authorized	AMC	Maintenance - Pavements - Friction	6. A paved Runway should be maintained in a condition so as to provide surface friction characteristics at or above the	N
3590[05](02)007	[05]	Authorized	AMC	Maintenance - Pavements - Friction	7. Runway surface friction characteristics for Maintenance purposes should be periodically measured with a MOD	N
3590[05](02)008	[05]	Authorized	AMC	Maintenance - Pavements - Friction	8. Corrective Maintenance action should be taken to prevent the Runway surface friction characteristics for either the	N
3590[05](02)009	[05]	Authorized	AMC	Maintenance - Pavements - Friction	9. Aerodromes should carry out 3 types of Runway friction testing:	N
3590[05](02)010	[05]	Authorized	AMC	Maintenance - Pavements - Friction	10. As described in Annex A, procedures for special friction surveys should be detailed by the MOD specialists on a	N
3590[05](02)011	[05]	Authorized	AMC	Maintenance - Pavements - Friction	11. The Maintenance Planning Level (MPL) and Minimum Friction Level (MFL)[1] should be as presented in Annex A.	N
3590[05](02)012	[05]	Authorized	AMC	Maintenance - Pavements - Friction	12. Aerodromes should record friction survey reports using the templates	N
3590[05](02)013	[05]	Authorized	AMC	Maintenance - Pavements - Friction	13. Where the measured friction value of a portion of a Runway has deteriorated to the MFL value or less, the Runway	N
3590[05](02)014	[05]	Authorized	AMC	Maintenance - Pavements - Friction	14. ► When a Runway is notified as “liable to be slippery when wet”, take-off and landing in wet conditions should only	N
3590[05](02)015	[05]	Authorized	GM	Maintenance - Pavements - Friction	15. The determination of Maintenance / restoration requirements to ensure that pavements remain safe for ► Aircraft ◀	N

3590[05](02)016	[05]	Authorized	GM	Maintenance - Pavements - Friction	16. The inherent friction characteristics of a paved surface deteriorate slowly over time. However, the friction of a	N
3590[05](02)017	[05]	Authorized	GM	Maintenance - Pavements - Friction	17. ►◄	N
3590[05](02)018	[05]	Authorized	GM	Maintenance - Pavements - Friction	18. This regulation is in line with ICAO Annex 14 Vol I para 10.2.1 – 10.2.7.	N
3590[05](03)	[05]	Authorized	Regulation	Maintenance - Pavements -	3590(3) HoEs and ADH-Facing organizations shall ensure that the surfaces of all movement areas including pavements	N
3590[05](03)019	[05]	Authorized	AMC	Maintenance - Pavements -	19. The surface of all movement areas should be maintained in a condition such as to prevent formation of harmful	N
3590[05](03)020	[05]	Authorized	AMC	Maintenance - Pavements -	20. The surface condition of all Airfield Operating Surfaces in current use should be periodically visually inspected to	N
3590[05](03)021	[05]	Authorized	AMC	Maintenance - Pavements -	21. The following types of visual inspection should be carried out:	N
3590[05](03)022	[05]	Authorized	AMC	Maintenance - Pavements -	22. Standard of repairs: All repairs undertaken on any operating surface should comply with the recommendations set	N
3590[05](03)023	[05]	Authorized	GM	Maintenance - Pavements -	23. The determination of Maintenance / restoration requirements to ensure that pavements remain safe for ►Aircraft◄	N
3590[05](03)024	[05]	Authorized	GM	Maintenance - Pavements -	24. The functional requirements and the evaluation / assessment of pavements in relation to the various distress types	N
3590[05](03)025	[05]	Authorized	GM	Maintenance - Pavements -	25. For guidance on Maintenance measures including their application, reference can be made to Defence Works	N
3590[05](04)	[05]	Authorized	Regulation	Maintenance - Pavements -	3590(4) HoEs and ADH-Facing organizations shall ensure that snow, slush, ice, standing water, mud, dust, sand, oil,	N
3590[05](04)026	[05]	Authorized	AMC	Maintenance - Pavements -	26. Taxiways should be kept clear of snow, slush, ice etc, to the extent necessary to enable ►Aircraft◄ to be taxied to	N
3590[05](04)027	[05]	Authorized	AMC	Maintenance - Pavements -	27. Aprons should be kept clear of snow, slush, ice etc, to the extent necessary to enable ►Aircraft◄ to manoeuvre	N
3590[05](04)028	[05]	Authorized	AMC	Maintenance - Pavements -	28. Whenever the clearance of snow, slush, ice etc, from the various parts of the movement area cannot be carried out	N
3590[05](04)029	[05]	Authorized	AMC	Maintenance - Pavements -	29. Chemicals should be used to remove or to prevent the formation of ice and frost on Aerodrome pavements when	N
3590[05](04)030	[05]	Authorized	AMC	Maintenance - Pavements -	30. Chemicals which may have harmful effects on ►Aircraft◄ or pavements, or chemicals which may have toxic effects	N
3590[05](04)031	[05]	Authorized	AMC	Maintenance - Pavements -	31. The friction of the area treated should be measured periodically after the contaminants are removed.	N
3590[05](04)032	[05]	Authorized	GM	Maintenance - Pavements -	32. The above requirement does not imply that operations on compacted snow and ice are prohibited. Guidance on	N
3590[05](04)033	[05]	Authorized	GM	Maintenance - Pavements -	33. This regulation is in line with ICAO Annex 14 Vol I para 10.3.1 – 10.3.6.	N
3590[05](05)	[05]	Authorized	Regulation	Maintenance - Inspections -	3590(5) HoEs and ADH-Facing organizations shall ensure that Measured Height Surveys are completed.	N
3590[05](05)034	[05]	Authorized	AMC	Maintenance - Inspections -	34. A Measured Height Survey should be completed annually, or at frequencies determined iaw Civil Aviation	N
3590[05](05)035	[05]	Authorized	AMC	Maintenance - Inspections -	35. Professional inspection of the pavement and visual aids services and associated infrastructure at an Aerodrome	N
3590[05](05)036	[05]	Authorized	GM	Maintenance - Inspections -	36. Nil.	N
3590[05](06)	[05]	Authorized	Regulation	Maintenance - Inspections -	3590(6) HoEs and ADH-Facing organizations shall ensure that all visual aids equipment, installation and facilities	N
3590[05](06)037	[05]	Authorized	AMC	Maintenance - Inspections -	37. The officer responsible for Aircraft compass swinging, normally the Station Navigation Officer, is also responsible for	N
3590[05](06)038	[05]	Authorized	AMC	Maintenance - Inspections -	38. ►Periodic surveys of all compass bases should be undertaken by staff from QinetiQ, Land Magnetic Facilities.	N
3590[05](06)039	[05]	Authorized	AMC	Maintenance - Inspections -	39. At least once a year, the officer responsible for the compass calibration base should visit the base to check:	N
3590[05](06)040	[05]	Authorized	AMC	Maintenance - Inspections -	40. If any doubts about the magnetic integrity of the compass base arise during the annual check or at any time, the	N
3590[05](06)041	[05]	Authorized	GM	Maintenance - Inspections -	41. Nil.	N
3590[05](07)	[05]	Authorized	Regulation	Maintenance - Visual Aids	3590(7) HoEs and ADH-Facing organizations shall ensure that a system of preventive Maintenance of visual aids is	N
3590[05](07)042	[05]	Authorized	AMC	Maintenance - Visual Aids	42. When in use, the operational status of the Aeronautical Ground Lighting (AGL) system should be continuously	N
3590[05](07)043	[05]	Authorized	AMC	Maintenance - Visual Aids	43. A light should be deemed to be unserviceable when the main beam average intensity is less than 50% of the value	N
3590[05](07)044	[05]	Authorized	AMC	Maintenance - Visual Aids	44. The system of preventive Maintenance employed for a Runway should include at least the following checks:	N
3590[05](07)045	[05]	Authorized	AMC	Maintenance - Visual Aids	45. In-field measurement of intensity, beam spread and orientation of lights included in approach and Runway lighting	N
3590[05](07)046	[05]	Authorized	AMC	Maintenance - Visual Aids	46. Measurement of intensity, beam spread and orientation of lights included in approach and Runway lighting systems	N
3590[05](07)047	[05]	Authorized	AMC	Maintenance - Visual Aids	47. The frequency of measurement of lights for a Runway should be based on traffic density, the local pollution level, the	N
3590[05](07)048	[05]	Authorized	AMC	Maintenance - Visual Aids	48. The system of preventive Maintenance employed for a precision approach Runway Category II or III should have as	N
3590[05](07)049	[05]	Authorized	AMC	Maintenance - Visual Aids	49. In order to provide continuity of guidance, the allowable percentage of unserviceable lights should not be permitted	N
3590[05](07)050	[05]	Authorized	AMC	Maintenance - Visual Aids	50. The system of preventive Maintenance employed for a stop bar provided at a Runway-holding position used in	N
3590[05](07)051	[05]	Authorized	AMC	Maintenance - Visual Aids	51. The system of preventive Maintenance employed for a taxiway intended for use in RVR conditions less than a value	N
3590[05](07)052	[05]	Authorized	AMC	Maintenance - Visual Aids	52. The system of preventive Maintenance employed for a precision approach Runway Category I should have as its	N
3590[05](07)053	[05]	Authorized	AMC	Maintenance - Visual Aids	53. In order to provide continuity of guidance an unserviceable light should not be permitted adjacent to another	N
3590[05](07)054	[05]	Authorized	AMC	Maintenance - Visual Aids	54. The system of preventive Maintenance employed for a Runway meant for takeoff in RVR conditions less than a	N
3590[05](07)055	[05]	Authorized	AMC	Maintenance - Visual Aids	55. The system of preventive Maintenance employed for a Runway meant for takeoff in RVR conditions of a value of 550	N
3590[05](07)056	[05]	Authorized	AMC	Maintenance - Visual Aids	56. In order to provide continuity of guidance, an unserviceable light should not be permitted adjacent to another	N
3590[05](07)057	[05]	Authorized	AMC	Maintenance - Visual Aids	57. During low visibility procedures the appropriate authority should restrict construction or Maintenance activities in the	N
3590[05](07)058	[05]	Authorized	AMC	Maintenance - Visual Aids	58. General inspection and Maintenance should include cleaning, checks on electro-mechanical, structural integrity of	N
3590[05](07)059	[05]	Authorized	AMC	Maintenance - Visual Aids	59. A PAPI wing bar installation should be withdrawn from service if one unit within the wing bar is found to be	N

3590[05](07)060	[05]	Authorized	AMC	Maintenance - Visual Aids	60. Setting angles should be checked with a manufacturer's clinometer or platforms. A theodolite or equivalent device	N
3590[05](07)061	[05]	Authorized	AMC	Maintenance - Visual Aids	61. After installation, the angles should initially be checked on a daily basis using a clinometer or equivalent device and,	N
3590[05](07)062	[05]	Authorized	AMC	Maintenance - Visual Aids	62. Aerodrome Operators (AOs) should ensure that PAPI checks are completed:	N
3590[05](07)063	[05]	Authorized	AMC	Maintenance - Visual Aids	63. The checks at Table 9 (Annex A) should be completed by an accredited flight checking unit.	N
3590[05](07)064	[05]	Authorized	AMC	Maintenance - Visual Aids	64. The results of the PAPI Check should be recorded on the form at Table 10 (Annex A). The form should be retained	N
3590[05](07)065	[05]	Authorized	AMC	Maintenance - Visual Aids	65. The insulation resistance value of a primary series circuit may decrease by a significant amount before any	N
3590[05](07)066	[05]	Authorized	AMC	Maintenance - Visual Aids	66. A check of an alternative input supply to the AGL system (where provided) operating under full load should be made	N
3590[05](07)067	[05]	Authorized	AMC	Maintenance - Visual Aids	67. All visual aids equipment, installation and facilities including supporting infrastructures and facilities should be	N
3590[05](07)068	[05]	Authorized	GM	Maintenance - Visual Aids	68. This RA is intended to define the Maintenance performance level objectives. They are not intended to define	N
3590[05](07)069	[05]	Authorized	GM	Maintenance - Visual Aids	69. The energy savings of Light Emitting Diodes (LEDs) are due in large part to the fact that they do not produce the	N
3590[05](07)070	[05]	Authorized	GM	Maintenance - Visual Aids	70. Enhanced vision systems (EVS) technology relies on the infra-red heat signature provided by incandescent lighting.	N
3590[05](07)071	[05]	Authorized	GM	Maintenance - Visual Aids	71. With respect to barrettes, crossbars and Runway edge lights, lights are considered to be adjacent if located	N
3590[05](07)072	[05]	Authorized	GM	Maintenance - Visual Aids	72. In barrettes and crossbars, guidance is not lost by having two adjacent unserviceable lights.	N
3590[05](07)073	[05]	Authorized	GM	Maintenance - Visual Aids	73. The Maintenance of AGL equipment needs to consider the objectives of Aerodrome ► and / or HLS ◄ operations	N
3590[05](08)	[05]	Authorized	Regulation	Safeguarding - MOD Property	3590(8) HoEs and ADH-Facing organizations shall ensure that Siting Boards are held for any new installation to be built	N
3590[05](08)074	[05]	Authorized	AMC	Safeguarding - MOD Property	74. At an Aerodrome ► and / or HLS, ◄ the AO or a nominated deputy should attend Siting Boards to give specialist	N
3590[05](08)075	[05]	Authorized	AMC	Safeguarding - MOD Property	75. The AO should ensure that the safeguarding criteria are strictly adhered to and, where appropriate, comprehensive	N
3590[05](08)076	[05]	Authorized	AMC	Safeguarding - MOD Property	76. Any paperwork associated with Aerodrome ► and / or HLS ◄ Siting Boards for obstacles / buildings, which could	N
3590[05](08)077	[05]	Authorized	GM	Safeguarding - MOD Property	77. Safeguarding criteria includes considering the potential to increase the wildlife strike Risk.	N
3590[05](09)	[05]	Authorized	Regulation	Safeguarding - Outside MOD	3590(9) DIO Assistant Head - Estates-Safeguarding shall publish an official safeguarding map (Official Safeguarding	N
3590[05](09)078	[05]	Authorized	AMC	Safeguarding - Outside MOD	78. For statutory safeguarding map production purposes:	N
3590[05](09)079	[05]	Authorized	GM	Safeguarding - Outside MOD	79. The requirement to identify the standard / criteria needed to safeguard an Aerodrome, and when a safeguarding plan	N
3590[05](09)080	[05]	Authorized	GM	Safeguarding - Outside MOD	80. The planning and other relevant development control processes in place in England, Scotland and Wales make	N
3590[05](09)081	[05]	Authorized	GM	Safeguarding - Outside MOD	81. The Statutory safeguarding map is colour coded into sections for which different reference heights are given. These	N
3590[05](09)082	[05]	Authorized	GM	Safeguarding - Outside MOD	82. Instrument approach and departure criteria, as laid down in ICAO Procedures for Air Navigation - Operations (PANS-	N
3590[05](10)	[05]	Authorized	Regulation	Safeguarding - Surface	3590(10) HoEs and ADH-Facing organizations shall ensure that any obstacle which projects above the surface of an	N
3590[05](10)083	[05]	Authorized	AMC	Safeguarding - Surface	83. Obstacles should not be permitted on Runways, taxiways or aprons. Frangible elevated light fittings and Airfield	N
3590[05](10)084	[05]	Authorized	AMC	Safeguarding - Surface	84. Shoulders should be obstacle free, except when impossible for operational reasons.	N
3590[05](10)085	[05]	Authorized	AMC	Safeguarding - Surface	85. Runway and Taxiway Strips should be free of obstacles.	N
3590[05](10)086	[05]	Authorized	AMC	Safeguarding - Surface	86. Runway End Safety Areas should be free of obstacles.	N
3590[05](10)087	[05]	Authorized	AMC	Safeguarding - Surface	87. Stop ways. The only obstacles permitted in stopways should be approach lights, of a lightweight construction,	N
3590[05](10)088	[05]	Authorized	AMC	Safeguarding - Surface	88. Clearways. Any obstacle that has to be located in the clearway should not penetrate the prescribed clearway	N
3590[05](10)089	[05]	Authorized	AMC	Safeguarding - Surface	89. Overlapping Areas. Where 2 or more areas overlap, eg clearway overlapping stopway, the more stringent obstacle	N
3590[05](10)090	[05]	Authorized	AMC	Safeguarding - Surface	90. ATC Tower Visibility. The Visual Control Room (VCR) should be suitably positioned, elevated and safeguarded to	N
3590[05](10)091	[05]	Authorized	AMC	Safeguarding - Surface	91. Objects should not penetrate the Obstacle Limitation Surfaces iaw RA 3512[5].	N
3590[05](10)092	[05]	Authorized	GM	Safeguarding - Surface	92. The VCR will ideally be provided with the maximum possible uninterrupted view of all taxiways, aprons and dispersal	N
3590[05](10)093	[05]	Authorized	GM	Safeguarding - Surface	93. Guidance on the frangible design of visual and non-visual aids for navigation is given in the ICAO Aerodrome Design	N
3590[05](11)	[05]	Authorized	Regulation	Safeguarding - Sub-Surface	3590(11) HoEs and ADH-Facing organizations shall ensure that sub-surface structures cannot be dispensed with, they	N
3590[05](11)094	[05]	Authorized	AMC	Safeguarding - Sub-Surface	94. Any structure which lies within 300 mm of the surface or is flush with the surface of the unpaved parts of the	N
3590[05](11)095	[05]	Authorized	GM	Safeguarding - Sub-Surface	95. Sub-surface obstructions may include holes, trenches etc.	N
3590[05](12)	[05]	Authorized	Regulation	Safeguarding - Operationally	3590(12) HoEs and ADH-Facing organizations shall ensure that Operationally Essential Obstructions are sited iaw	N
3590[05](12)096	[05]	Authorized	AMC	Safeguarding - Operationally	96. Each Aerodrome ► and / or HLS ◄ should have the appropriate Siting Board paperwork in place for operationally	N
3590[05](12)097	[05]	Authorized	AMC	Safeguarding - Operationally	97. The distance of operationally essential obstructions from the Runway or taxiway centre-line should be the maximum,	N
3590[05](12)098	[05]	Authorized	AMC	Safeguarding - Operationally	98. Operationally Essential Obstructions are defined as objects which:	N
3590[05](12)099	[05]	Authorized	GM	Safeguarding - Operationally	99. The following items may be considered examples of operationally essential equipment:	N
3590[05](12)100	[05]	Authorized	GM	Safeguarding - Operationally	100. The MAA may offer guidance on any additional items considered to be operationally essential.	N

Requirement Unique ID	Issue No.	Release Status	Item Type	Title	Rationale/Text	MHP/001 Contract: Applicability
4009[03]	[03]	Authorized	RA Rationale	4009 - RA (Issue 3) - Aviation Engineering Orders and ► Local ◀ Procedures	All Stations / ships / units or sites have unique local variations or conditions that need to be considered when implementing Airworthiness Regulations. These local conditions / variations, if not controlled or managed, may have an impact on Air System Airworthiness and / or Risk to Life (RtL) may be increased. ► This RA ◀ requires that ► aviation ◀ engineering orders ► and / or local procedures ◀ are produced and promulgated, to mitigate Hazards associated with local conditions / variations.	Y
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.	Y
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.	Y
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. ◀	Y
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.	Y
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)).	N

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).	Y
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)). ◀	Y
4009[03](01)007	[03]	Authorized	GM	4009(1).7 - GM - Common GM	In addition to the requirements of this Regulation, the ► Responsible Post will ◀ ensure that the following regulatory requirements, summarized in Table 1, are promulgated as ► aviation engineering ◀ orders and / or ► local ◀ procedures where applicable: See Table 1	Y
4051[03]	[03]	Authorized	RA Rationale	4051 - RA (Issue 3) - Airborne Checks	Airborne Checks[1] , including taxi checks, may be required as part of an investigation or diagnostic process, or for monitoring of a Product, Part or Appliance that cannot be fully functioned whilst the Air System is stationary. Unless each Airborne Check is specified by a Competent Person exercising engineering judgement within defined boundaries, additional Hazards may be introduced, potentially increasing Risk to Life (RtL)[2] . ► This RA ◀ requires measures to be put in place to control the use of Airborne Checks and to ensure that they are specified by Competent individuals, such that any additional Hazards can be assessed and any additional RtL ► [2] ◀ is correctly managed. [1] A requirement not covered by the Flight Test Schedule (FTS), or where the testing of the Air System or component in accordance with the FTS is deemed inappropriate. The requirements can be operational, or to address a lack of Technical Information (TI) and / or Test Equipment. If used in the recovery of a Loose Article, refer to RA 4253 – Loose Article Recovery. [2] Refer to RA 1210 – Ownership and Management of Operating Risk (Risk to Life).	Y

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. ◀	Y
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.	Y

4051[03](01)002	[03]	Authorized	GM	4051(1).2 - GM - Airborne Checks	2. An Airborne Check is unlikely to be appropriate unless all of the following conditions are met: a. The required action or activity cannot be carried out while the Air System is stationary. This might be because of an inherent requirement of the test or because the necessary test equipment is not available in the required timescale. b. The Flight Test Schedule[14] does not provide an appropriate test. c. Suitable TI[15] cannot be generated in the required timescale. [14] Refer to RA 2220 – Maintenance Test Flights. [15] ► Refer to RA 5815 – Instructions for Sustaining Type Airworthiness. ◀	Y
4051[03](01)003	[03]	Authorized	GM	4051(1).3 - GM - Airborne Checks	3. The ► aviation engineering ◀ orders and ► / or local ◀ procedures ► [4] ◀ may restrict those activities deemed suitable for Airborne Checks and may specify circumstances where specific referrals are required prior to conducting an Airborne Check.	Y
4051[03](01)004	[03]	Authorized	GM	4051(1).4 - GM - Airborne Checks	4. An Airborne Check is not to be used repeatedly in lieu of amendment to TI[16] , nor is it to be used repeatedly in lieu of test equipment. In both cases, shortfalls will be reported to the appropriate Delivery Team Leader or Commodity Team Leader. [16] Refer to RA 4810(3): Requirement to Inform Technical Information Author of Errors (MRP 145.A.45(c)).	Y
4053[04]	[04]	Authorized	RA Rationale	4053 - RA (Issue 4) - Royal Flights and Flights for Nominated Very Important Persons	Military registered Aircraft[1] may be selected for Royal Flights or flights for nominated Very Important Persons (VIPs). In addition to the Societal Concern factor[2] , which this tasking may introduce, military registered Aircraft also have greater latitude for deferment of Maintenance activity and installation of Modifications with limited Airworthiness evidence, than is the case for civil registered Aircraft. ► This RA ◀ requires that ► aviation engineering ◀ orders and ► / or local ◀ procedures ► [3] ◀ are issued to ensure the decisions affecting the Airworthiness of an Air System, to be used for a Royal Flight or flights for nominated VIPs, are reviewed to confirm their continued validity and to determine if any action is required. [1] Refer to ► RA 1161(1): Military Air System Registration. ◀ [2] Refer to RA 1210 – Ownership and Management of Operating Risk (Risk to Life). [3] ► Refer to RA 4009 – Aviation Engineering Orders and Local Procedures. ◀	Y

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	Y
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.	Y
4053[04](01)002	[04]	Authorized	GM	4053(1).2 - GM - Air System Selection and Preparation	2. A Royal Flight is one that is organized through the Head of Royal Travel. Adoption of the ► aviation engineering ◀ orders and ► / or local ◀ procedures ► [3] ◀ required by this Regulation for other nominated VIPs[5] is at the discretion of the appropriate Aviation Duty Holder (ADH) or Accountable Manager (Military Flying) (AM(MF)). This RA need not be applied to members of the Royal Family serving in the Armed Forces when they fly or are flown in military registered Aircraft, as part of their military duties. [5] The decision on who is to be accorded VIP status is a single Service matter.	Y
4053[04](01)003	[04]	Authorized	GM	4053(1).3 - GM - Air System Selection and Preparation	3. The ► aviation engineering ◀ orders and ► / or local ◀ procedures ► [3] ◀ issued in compliance with this RA support the instructions or orders for the carriage of Passengers on military registered Aircraft issued by ADHs and AM(MF)s[6]. [6] Refer to RA 2340 – Supernumerary Crew, ► Supernumerary Support Crew ◀ and Passengers.	Y

4053[04](01)004	[04]	Authorized	GM	4053(1).4 - GM - Air System Selection and Preparation	4. The selection and preparation criteria for an Air System will include a review of the Air System configuration including, but not limited to, the following considerations: a. Embodiment of all Safety Modifications. b. Embodiment of applicable mandatory Technical Instructions[7] c. Removal of Modifications without a full clearance in the Release To Service. [7] Technical Instructions include Special Instructions (Technical) (SI(T)), relevant Airworthiness Directives and equivalent instructions issued by Authorities	Y
4053[04](01)005	[04]	Authorized	GM	4053(1).5 - GM - Air System Selection and Preparation	5. The selection and preparation criteria for an Air System will include a review of the Technical Log and recent Maintenance history to confirm that: a. The selected Air System is not manifesting any unsatisfactory Fault trends. b. The Limitations and Acceptable Deferred Faults remain acceptable for the required Flight(s). c. Any extensions applied to lifed components are appropriate and acceptable for the planned tasking.	Y
4053[04](01)006	[04]	Authorized	GM	4053(1).6 - GM - Air System Selection and Preparation	6. Where an Air System may be used for a Royal Flight or a flight for a nominated VIP, which takes place partly or entirely within an operational theatre, the Mil CAM may consider the issue of supplementary instructions to reflect any circumstances specific to that Theatre.	Y
4053[04](01)007	[04]	Authorized	GM	4053(1).7 - GM - Air System Selection and Preparation	N/A - As per the contract Hangarage is provided by the MOD	Y
4054[03]	[03]	Authorized	RA Rationale	4054 - RA (Issue 3) - Ground Handling Operations	The ground handling of Aircraft can be a hazardous activity. Without effective controls for these activities, there may be a threat to Airworthiness and an increase in Risk to Life. ► This RA ◀ requires that the ► Chief Air Engineer (CAE)[1] and / or the Accountable Manager (Maintenance) (AM(M))[2] ◀ ensures that ► aviation engineering ◀ orders and / or ► local ◀ procedures ► [3] ◀ are issued, detailing the control measures required for ground handling activities to be carried out safely. [1] Refer to ► RA 1023 – Chief Air Engineers – Air Safety Responsibilities. [2] Refer to RA 4806(1): Accountable Manager (Maintenance) (MRP 145.A.30(a)). [3] Refer to RA 4009 – Aviation Engineering Orders and Local Procedures.	Y
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. ◀	Y

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)).	Y
4054[03](01)002	[03]	Authorized	GM	4054(1).2 - GM - Ground Handling Operations	2. ► Procedures for visiting Aircraft are found within the Defence Aerodrome Manual (DAM)[8] . ◀ [8] ► Refer to RA 1026(4): Management of a Defence Aerodrome Manual and Defence Aerodrome Assurance Framework. ◀	Y

4061[04]	[04]	Authorized	RA Rationale	4061 - RA (Issue 4) - Air Systems Displaying Abnormal Flying Characteristics	Air Systems may display abnormal flying characteristics, including Uncommanded Flying Control Movements[1] (UFCM), Control Restrictions[2] (CR) and Unusual Occurrences[3] . Occurrences of abnormal flying characteristics pose potentially serious Airworthiness Risk and the underlying Causes may not become apparent without a careful and detailed investigation. ► This RA ◀ requires that ► aviation engineering ◀ orders and ► / or local ◀ procedures ► [4] ◀ are put in place to ensure the timely and effective investigation into, and resolution of, Occurrences of abnormal flying characteristics. [1] Refer to MAA02: MAA Master Glossary. [2] An inability to move the flying control input system to any position within its normal range of travel, or a condition when a greater than normal force is required to move a flying control input, or the failure of a flying control surface or system to respond correctly to a flying control input. [3] Any other abnormal flying condition involving a primary flying control system, which is not classified as a UFCM or CR, and which results in a Defence Aviation Safety Occurrence Report being raised (refer to RA 1410 – Occurrence Reporting and Management). [4] ► Refer to RA 4009 – Aviation Engineering Orders and Local Procedures. ◀	Y
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. ◀	Y

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.	Y
4061[04](01)(002)	[04]	Authorized	GM	4061(1).2 - GM - Investigation of Air Systems Displaying Abnormal Flying Characteristics	2. Changes to immediate post-flight procedures. To aid the investigation, the Air System's operating configuration needs to be retained as closely as possible to the condition in which the abnormal flying characteristic occurred. Some variation to post flight procedures may be necessary as normal post-flight procedures, such as engine shutdown, could lead to the loss or masking of important Fault indicators. In addition, it is likely that all Maintenance activity, other than that required to make the Air System safe, would be suspended for the early stages of the investigation.	Y
4061[04](01)003	[04]	Authorized	GM	4061(1).3 - GM - Investigation of Air Systems Displaying Abnormal Flying Characteristics	3. Other reporting requirements. This includes any reporting requirements mandated by the Type Airworthiness Authority (TAA) in the Air System Document Set.	Y

4061[04](01)004	[04]	Authorized	GM	4061(1).4 - GM - Investigation of Air Systems Displaying Abnormal Flying Characteristics	4. Investigation process. This encompasses all elements of the investigation, adding location and organization specific detail to the type-specific investigation ► process ◀ in the Air System Support Policy Statement[13]. [13] ► Refer to RA 5407 – Support Policy Statement. ◀	Y
4061[04](01)005	[04]	Authorized	GM	4061(1).5 - GM - Investigation of Air Systems Displaying Abnormal Flying Characteristics	5. Release for flight. If an Air System is released for flight as part of the investigation, the flight may be either a partial test flight conducted in accordance with the Flight Test Schedule[14] or an Airborne Check[15]. It may be appropriate to impose additional constraints on such flights when they form part of an investigation into an Occurrence of abnormal flying characteristics. [14] Refer to RA 2220 – Maintenance Test Flights. [15] Refer to RA 4051 – Airborne Checks.	Y
4061[04](01)006	[04]	Authorized	GM	4061(1).6 - GM - Investigation of Air Systems Displaying Abnormal Flying Characteristics	6. Recording of key decisions. It is essential to capture the decisions that are made during an investigation. This may be done in the Aircraft Technical Log or in a separate report by the investigating officer.	Y
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.	Y
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.	Y
4061[04](02)008	[04]	Authorized	GM	4061(2).8 - GM - Rogue Aircraft	8. Additional measures. The additional measures are likely to include an increased requirement for Design Organization support during any subsequent activity. It may also be appropriate to quarantine or place further restrictions on the release of the Aircraft for flight.	Y
4103[03]	[03]	Authorized	RA Rationale	4103 - RA (Issue 3) - Removal of Body Fluid Contamination from Aircraft	The operational role of military registered Aircraft presents a Risk of an Aircraft's Structure, materials and components being contaminated with body fluids[1] . Such contamination may pose a significant corrosive Hazard to an Aircraft's Airworthiness. ► This RA ◀ sets the requirement for ► aviation engineering ◀ orders and ► / or local ◀ procedures ► [2] ◀ to be in place to ensure that timely, safe and effective decontamination is undertaken.	Y

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.	Y
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.	Y
4103[03](01)(002)	[03]	Authorized	GM	4103(1).2 - GM - Removal of Body Fluids.	2. This Regulation addresses only the Hazard to an Aircraft's Structure, materials and components. It does not address other considerations associated with body fluid contamination; these must be addressed iaw existing Defence Policies[6] and include: a. Health, Safety and environmental aspects, particularly the health and Safety of personnel carrying out decontamination. b. Biosecurity. c. Infection control and sterilization requirements when dealing with a known or suspected infectious disease.	Y
4103[03](01)(003)	[03]	Authorized	GM	4103(1).3 - GM - Removal of Body Fluids.	3. The assessment of the contamination will be informed by the following, non exhaustive, list of factors: a. The type of body fluids present. b. The requirement to restrict access to the Aircraft until decontamination is complete. c. The extent and location of the contamination. d. The size and composition of the team required to carry out decontamination in a timely, safe and effective manner. e. The specific personal protective measures required. f. The equipment required for decontamination. g. Disposal of contaminated material, including fluids.	Y
4103[03](01)(004)	[03]	Authorized	GM	4103(1).4 - GM - Removal of Body Fluids.	4. Medical advice on decontamination may recommend the use of disinfectants or other materials that are not listed in TI. This Regulation does not give authority to deviate from TI and any deviation required to comply with medical advice will be resolved in the same manner as any other deviation.	Y

4103[03](01)(005)	[03]	Authorized	GM	4103(1).5 - GM - Removal of Body Fluids.	5. It may not be possible to carry out full decontamination of an Aircraft prior to its next flight, due to either operational pressures or the contamination extending to areas that are inaccessible given the resources available to the Maintenance organization. The Mil CAM►[3]◄ may wish to distinguish between: a. The Authorization to defer full decontamination for a short period, eg to meet an operational need or to recover the Aircraft to a more suitable location. b. The Authorization to defer full decontamination for a longer period, eg until a suitable scheduled Maintenance opportunity. Note: In both cases, the decision to defer full decontamination would need to consider any Hazard[7] to personnel[8] alongside Airworthiness considerations.	Y
4103[03](01)(006)	[03]	Authorized	GM	4103(1).6 - GM - Removal of Body Fluids.	6. The removal of body fluid contamination from an Aircraft is not a task that can be neatly defined in TI, especially as Aircraft components may need to be removed to determine the extent of the contamination and to enable access to complete decontamination. The determination that no further decontamination is required will be made on a case-by-case basis by appropriately authorized4 personnel.	Y
4213[03]	[03]	Authorized	RA Rationale	4213 - RA (Issue 3) - Control of Air System Components used in Ground Test Facilities	Ground test facilities may include components that have been modified for their function in the ground test facility, yet are still physically capable of being fitted to an operating Air System. It is therefore imperative that all ground test facility components are uniquely identified and strictly controlled. Without adequate control and Maintenance of such components there is increased Risk to Airworthiness and subsequent Risk to Life. ►This RA◄ requires that ►the Accountable Manager (Maintenance) (AM(M)) [1] and / or the◄ Military Continuing Airworthiness Managers (Mil CAMs)►[2]◄ ensure that ►aviation engineering◄ orders and / or ►local◄ procedures►[3]◄ are issued, detailing the control measures required for the strict control of all Air System components allocated to ground test facilities. [1] ►Refer to RA 4806(1): Accountable Manager (Maintenance) (MRP 145.A.30(a)).◄ [2] Refer to RA 1011 – Military Continuing Airworthiness Manager Responsibilities. [3] ►Refer to RA 4009 – Aviation Engineering Orders and Local Procedures.	Y
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.◄	Y

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)). ◄	Y
4213[03](01)(002)	[03]	Authorized	GM	4213(1).2 - GM - Control of Air System Components used in Ground Test Facilities	2. Supporting documentation for temporarily modified components will state that the component has been temporarily modified and describe the Modification. ►◄	Y
4253[03]	[03]	Authorized	RA Rationale	4253 - RA (Issue 3) - Loose Article Recovery ►◄	Items that have been dropped, lost, become detached or unaccounted for in and around Air Systems and / or Air System components are classed as loose articles. The presence of loose articles may result in control restrictions and system malfunctions compromising Airworthiness. ►This RA◄ requires that ►aviation engineering orders and / or local◄ procedures► [1]◄ are put in place to record and recover loose articles, and ensure that the release of an Air System from Maintenance following an unsuccessful loose article search takes place only once the associated Risk to Life is As Low As Reasonably Practicable and Tolerable. [1] ►Refer to RA 4009 – Aviation Engineering Orders and Local Procedures. ◄	Y

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.	Y
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.	Y
4253[03](01)(002)	[03]	Authorized	GM	4253(1).2 - GM - Loose Article Recovery	2. This Regulation covers the management of two distinct scenarios and unless explicitly stated, 'loose article' refers to both: a. Scenario one – Loose Article. An item is confirmed or suspected as being lost, constituting a potential loose article, for which suitable searches must be conducted; or b. Scenario two – Found Article. An item is found and is suspected of originating from an Air System or an Air System component, for which integrity checks must be conducted to locate its origin.	Y
4253[03](01)(003)	[03]	Authorized	GM	4253(1).3 - GM - Loose Article Recovery	3. Detailing the extent and conduct of searches are Maintenance activities; therefore, individuals must be assessed as Competent and appropriately authorized[7] to undertake such activities. [7] Refer to RA 4806(5): Personnel Competences and Authorization (MRP 145.A.30(e)).	Y
4253[03](01)(004)	[03]	Authorized	GM	4253(1).4 - GM - Loose Article Recovery	4. The recording of suspected loose articles and loose article recovery efforts will include the detail of searches and / or integrity checks and their outcomes.	Y

4253[03](01)(005)	[03]	Authorized	GM	4253(1).5- GM - Loose Article Recovery	5. If a loose article is not recovered after searches, the Certification of Air System Release must be undertaken ► [8] ◀. [8] ► Refer to RA 4253(2): Certification of Air System Release Following Unsuccessful Loose Article Search. ◀	Y
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)).	Y
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.	Y
4253[03](02)(007)	[03]	Authorized	GM	4253(2).7 - GM - Certification of Air System Release Following Unsuccessful Loose Article Search	7. The Certification of Air System Release ► [9] ◀ is the act of completing the final signatures ► / electronic Authorization, ◀ confirming the completion of the preceding Maintenance processes ► by suitably authorized personnel. ◀	Y
4253[03](02)(008)	[03]	Authorized	GM	4253(2).8- GM - Certification of Air System Release Following Unsuccessful Loose Article Search	8. The management of loose articles on Military Registered Civil Owned Aircraft will take into account platform specific instructions accepted by the Type Airworthiness Authority in the Air Safety Strategy[13]. [13] ► Refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. ◀	Y

4510[03]	[03]	Authorized	RA Rationale	4510 - RA (Issue 3) - Ground Running of Aero-Engines and Auxiliary Power Units	Military registered Air Systems may require the operation of aero-engines or Auxiliary Power Units (APUs)[1] to undertake post Maintenance / installation checks or to provide Air System services[2] for other system Maintenance activity. Without effective controls for the conduct of ground running of aero-engines and APUs for Maintenance purposes, the threat to Air System Airworthiness and Risk to Life may be increased. ►This RA◄ requires that control measures are put in place to ensure that aeroengine and APU Maintenance ground runs are carried out safely. [1] Either installed or uninstalled on an Air System. [2] Air System services include, but are not limited to: hydraulic power, pneumatics or electrical power supply.	Y
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. ◄	Y

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.◀	Y
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.	Y
4510[03](01)(003)	[03]	Authorized	GM	4510(1).3 - GM - Ground Running Aero-Engines and Auxiliary Power Units	3. The Maintenance ground running of the main propulsion engine(s) when installed on an Air System may Cause unintended taxi or flight. In such circumstances, it may be necessary or appropriate to use Aircrew. The ►aviation engineering◀ orders ►and / ◀ or ►local ◀ procedures►[5]◀ will need to include Delivery Duty Holder or Accountable Manager (Military Flying) direction, for when the use of suitably qualified and Competent Aircrew is to be considered, and when it is mandatory.	Y
4510[03](01)(004)	[03]	Authorized	GM	4510(1).4 - GM - Ground Running Aero-Engines and Auxiliary Power Units	4. ►The authorized sites for Maintenance ground running are found within the Defence Aerodrome Manual (DAM)[10].◀ [10] ►Refer to RA 1026(4): Management of a Defence Aerodrome Manual and Defence Aerodrome Assurance Framework.◀	Y
4600[03]	[03]	Authorized	RA Rationale	4600 - RA – Aircraft Assisted Escape Systems – Safety and Maintenance ►◀	Maintenance personnel may be required to maintain and / or work in the vicinity of Aircraft Assisted Escape Systems (AAES) and / or Crew Escape Systems (CES) fitted to Aircraft or in storage areas. Inadvertent operation of an AAES or CES[1] , or its failure to operate correctly, has the potential to Cause serious Injury or death. ►This RA◀ details the Safety precautions and additional Maintenance checks required for AAES. [1] For the purpose of this Regulatory Article (RA) AAES is to be read to include CES	N

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. ◀	N
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).	N
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	N
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.	N

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.	N
4600[03](01)(005)	[03]	Authorized	GM	4600(1).5 - GM – Aircraft Assisted Escape Systems Safety Precautions	5. Personnel ► will ◀ be re-trained if any significant changes are made to the AAES.	N
4600[03](01)(006)	[03]	Authorized	GM	4600(1).6 - GM – Aircraft Assisted Escape Systems Safety Precautions	6. Ordnance, Munitions and Explosives ► will ◀ be stored in explosives licenced locations or facilities[10] . Such storage facilities are not to be used for storage of other equipment, material or dangerous goods.	N
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.	N
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] .	N
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.	N
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))	N
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.	N
4600[03](02)(011)	[03]	Authorized	GM	4600(2).11 - GM – Aircraft Assisted Escape Systems Maintenance Responsibilities	11. Maintenance checks are checks for correct assembly, locking and function to ensure the reliable operation of the AAES. These checks are carried out because they cannot be readily undertaken during or after installation or re-installation of the component in an Aircraft. The relevant Maintenance checks are detailed in the appropriate bay Maintenance schedule.	N

4600[03](02)(012)	[03]	Authorized	GM	4600(2).12 - GM – Aircraft Assisted Escape Systems Maintenance Responsibilities	12. Vital checks are checks for correct assembly, routeing, locking and function to ensure the reliable operation of the AAES, which cannot be readily undertaken before installation or re-installation commences, or after it has been completed. Details of each vital check are contained in the appropriate Aircraft Maintenance schedule or procedure.	N
4600[03](02)(013)	[03]	Authorized	GM	4600(2).13- GM – Aircraft Assisted Escape Systems Maintenance Responsibilities	13. Independent Checks provide final visual confirmation that all locking, routeing and installation processes have been carried out correctly. The detail of each independent check is contained in the appropriate Aircraft Maintenance schedule or procedure. They may be divided by sub-system, eg CES independent check, canopy system independent check and ejection seat independent check.	N
4657[03]	[03]	Authorized	RA Rationale	4657 - RA (Issue 3) – Weapon Loading and Armed Aircraft Maintenance	Military registered Aircraft[1] may have the need for preparation, Loading and unloading of munitions[2] for operational and / or training requirements. Once loaded, Maintenance of that Armed Aircraft may be necessary to achieve the operational task. Without defined Safety precautions and appropriately trained and Competent personnel to load[3] munitions, there is a Risk of Inadvertent Release or firing of an Aircraft's weapons which could Cause extensive damage and Risk to Life. ► This RA ◀ details the Safety precautions and training, Competence assessment and Authorization requirements for personnel involved with the Loading of munitions, Maintenance and parking of Armed Aircraft. [1] Refer to ► RA 1161 – Military Registration of Air Systems Operating within the Defence Air Environment. ◀ [2] Refer to DSA03 – Ordinance, Munitions and Explosives (OME), Part 2. A complete device, charged with explosives, propellants, pyrotechnics, initiating compositions or nuclear, biological or chemical material, for use in military operations. [3] Load also includes the activities of munitions preparation and unloading for the purpose of this Regulation.	N
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. ◀	N

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)).	N
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.	N
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.	N
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.	N
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.	N
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).	N

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.	N
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.	N
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)).	N

4657[03](01)(010)	[03]	Authorized	GM	4657(1).10 - GM – Armed Aircraft Maintenance	10. Where there is a requirement to park an Armed Aircraft at a location or facility that does not have a valid Explosives Licence, the following actions are required: a. An OME Risk Assessment must be carried out[11] . b. The appropriate Head of Establishment and Inspector of Explosives will be notified, seeking their advice, with the aim of being issued an Explosives Licence Waiver for that activity; c. Parking must meet the requirements of explosives Regulations[9] , safe Heading for directional weapons and Flare Danger Areas will be achieved; d. The Aircraft will remain in the Initially Armed state; and e. There will not be any Maintenance activity carried out.	N
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. ◄	N
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. ◄	N
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.	N
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.	N
4657[03](02)(014)	[03]	Authorized	GM	4657(2).14 - GM – Weapon Loading Personnel Requirements	14. When preparing for war fighting or enduring armed operations, or due to the nature of the working environment, it may be appropriate to increase the frequency of Competency checks.	N
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] ◄.	N

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.	N
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.	N
4657[03](03)(017)	[03]	Authorized	GM	4657(3).17 - GM – Weapon Loading Training Requirements	17. The ►CAE[15] and / or the◄ Mil CAM►[4]◄ in conjunction with the Type Airworthiness Authority, may authorize the use of training Aircraft or training rigs, provided that training can be carried out safely and in a manner representative of the real Aircraft.	N
4800[11]	[11]	Authorized	RA	4800 - RA (Issue 11) - General Requirements (MRP Part 145)	MRP Part 145 consists of discrete Regulatory Articles (RAs)¹ that govern Maintenance organizations. This RA outlines the fundamental requirements for Maintenance organizations and where they apply to the Maintenance Approved Organization Scheme (MAOS). Contracting with a Maintenance organization without an assessment of the Maintenance organization's competence could lead to Maintenance errors and increased Risk to Life. An organization's achievement of the outcomes expressed in MRP Part 145 demonstrates a level of competence that reduces the possibility of Maintenance errors and contributes towards Aviation Duty Holder and Accountable Manager (Military Flying) assurance of the Airworthiness of military registered Air Systems and components. Definitions Relevant to this RA 1. Tradesperson. Suitably Competent and authorized staff² responsible for executing Air System and Air System component Maintenance activities. This role may also be known as Support Staff within Approved Maintenance Organizations (AMOs). 2. Supervisor. Suitably Competent and authorized staff² responsible for carrying out supervision of Tradespersons in the execution of their Maintenance activities. 3. Coordinating / Certifying Staff³. Staff holding Authorization within the Maintenance organization to endorse the appropriate Certification of Air System Release and / or Component Release (Air System coordination / Work Order coordination).◄ 1 Refer to ►the◄ RA 4800 ►– 4849 (MRP Part 145)◄ series. 2 ►Refer to RA 4807 – Certifying Staff and Support Staff (MRP 145.A.35). 3 Refer to RA 4801(1): Certifying Staff.◄	Y

4800[11](01)	[11]	Authorized	Regulation	4800(1) - Regulation - General Requirements (MRP Part 145)	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.	Y
4800[11](01)004	[11]	Authorized	AMC	4800(1).4 - AMC - General Requirements (MRP Part 145)	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.	Y
4800[11](01)005	[11]	Authorized	AMC	4800(1).5 - AMC - General Requirements (MRP Part 145)	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. ◀	Y
4800[11](01)006	[11]	Authorized	AMC	4800(1).6 - AMC - General Requirements (MRP Part 145)	>removed<	Y
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.	N
4800[11](01)008	[11]	Authorized	GM	4800(1).8 - GM - General Requirements (MRP Part 145)	MRP Part 145 must be read in conjunction with MAA015 and this RA must be read in association with RA 10056 5 Refer to MAA01: MAA Regulatory Policy. 6 Refer to RA 1005 – Contracting with Competent Organizations..	Y
4800[11](01)009	[11]	Authorized	GM	4800(1).9 - GM - General Requirements (MRP Part 145)	MRP Part 145 establishes the requirements to be met by a Contractor-run organization to qualify for the issue or continuation of an Approval for the Maintenance of military registered Air Systems or Air System components.	Y

4800[11](01)010	[11]	Authorized	GM	4800(1).10 - GM - General Requirements (MRP Part 145)	While MRP Part 145 forms the requirements to be met by a Contractor-run Maintenance organization, to qualify for the issue or continuation of an MAA Approval through MAOS, it does not negate the requirement for such an organization to adhere to other applicable Regulations (as contracted) within the MAA Regulatory Publications (MRP). Each RA will be considered for applicability. Such Regulations include, but are not limited to, those in the General 1000 Series⁷. The Acceptable Means of Compliance (AMC) for these Regulations may refer to Military Maintenance Organization (MMO) specific terms; AMO specific equivalent terms may be used instead but the AMO's means of meeting the Regulation will be demonstrably no less safe than the requirements of the AMC and will be detailed in the organization's Maintenance Organization Exposition (MOE). ⁷ For example, RA 1200 – Air Safety Management.	Y
4800[11](01)011	[11]	Authorized	GM	4800(1).11 - GM - General Requirements (MRP Part 145)	>removed<	Y
4800[11](01)012	[11]	Authorized	GM	4800(1).12 - GM - Warning	The MOD, like its Contractors, is subject to UK Health, Safety and Environmental Protection law. All Defence Standards and RAs either directly or indirectly invoke the use of processes and procedures that could be injurious to health or the environment if adequate precautions are not taken. Continuing Airworthiness (CAw) Engineering 4000 Series RAs or their use in no way absolves users from complying with statutory and legal requirements⁸ relating to Health, Safety and Environmental Protection. ⁸ Refer to ► Defence Safety Authority 01.1 - Regulations. ◀	Y
4800[11](01)013	[11]	Authorized	GM	4800(1).13 - GM - Applicability and Definitions	MRP Part 145 provides the Regulation to be met by Contractor-run Maintenance organizations to qualify for the Approval required by this Regulation and RA 10056 . Organizations obtaining such Approval will be referred to throughout MRP Part 145 as AMOs.	Y
4800[11](01)014	[11]	Authorized	GM	4800(1).14 - GM - Applicability and Definitions	MRP Part 145 also forms part of the wider CAw Engineering 4000 Series RAs that govern CAw activity. As such, these Regulations have applicability to military-run Air System and Air System component Maintenance organizations; these organizations will be referred to throughout MRP Part 145 as MMOs. Notwithstanding this dual applicability, there is currently no requirement for MMOs to obtain Approval to conduct Air System or Air System component Maintenance from the MAA; suitable exemption to this effect is contained in the relevant individual Regulations, summarized below in Table 1. Table 1. MRP Part 145 Applicability	N

4800[11](01)015	[11]	Authorized	GM	4800(1).15 - GM - Applicability and Definitions	The scale of an MMO may differ between Maintenance organizations depending on the organizational construct within which it is located. MMOs may conduct Maintenance in the Forward domain, the Depth domain, or both, and it is possible that several MMOs may be located at the same Unit or MOD site.	N
4800[11](01)016	[11]	Authorized	GM	4800(1).16 - GM - Applicability and Definitions	Work undertaken in support of defined Maintenance packages and / or Modification programmes at an MMO where such work is not undertaken under its control⁹ would be regarded as “Contractor-run” Maintenance and hence an organization undertaking such work will require Approval under MRP Part 145 and be considered as a separate AMO ⁹ The phrase “not undertaken under its control” is meant as those activities not undertaken as part of work force substitution activity for which the Accountable Manager (Maintenance) (AM(M)) retains the power to authorize personnel as ► Coordinating / Certifying Staff, Tradespersons or Supervisors. ◀ Examples are modification programmes or Preventive Maintenance packages undertaken by a Contractor Working Party.	Y
4800[11](01)017	[11]	Authorized	GM	4800(1).17 - GM - Applicability and Definitions	In order to facilitate the dual applicability, a number of RAs within MRP Part 145 detail AMC and / or Guidance Material (GM) that is applicable to either MMOs only, AMOs only, or both. Therefore, where necessary, AMC / GM has been split under the following 3 headings: ‘Common AMC / GM’, ‘Additional AMC / GM - MMOs only’ and ‘Additional AMC / GM - AMOs only’. Paragraphs located under the heading ‘Common AMC’ are applicable to both MMOs and AMOs and ► will ◀ be complied with by both; paragraphs located under the headings ‘Additional AMC – MMOs / AMOs only’ ► will ◀ be complied with, in addition to any AMC detailed under the ‘Common AMC’ heading, by an MMO or AMO respectively. It is not permissible for AMOs to follow the ‘MMOs only’ AMC in lieu of the AMO-only AMC, or vice-versa, without specific Approval from the MAA to do so. Where no such headings exist, the entire AMC / GM relating to that sub-RA is applicable to both MMOs and AMOs.	Y
4800[11](01)018	[11]	Authorized	GM	4800(1).18 - GM - Terminology	► The MRP Part 145 has been derived primarily from civilian European Aviation Safety Agency (EASA) Part 145 Regulations and as such many of the terminologies used in the MRP are civilian aviation terms. These terms include ‘certifying staff’, ‘support staff’ and various colloquial terms for Air System engineering personnel. In some cases the civilian aviation term of ‘support staff’, referring to the tradespersons carrying out Maintenance activities, has been confused with administrative support personnel. The collective noun, certifying staff, has previously been confused with Certifying Staff who are authorized to endorse the appropriate Certification of Air System Release and / or Component Release. Therefore, the language utilized throughout the MRP Part 145 has been standardized.	Y
4800[11](01)019	[11]	Authorized	GM	4800(1).19 - GM - Terminology	Clarifying definitions of these terms have been included at the start of each appropriate RA, tailored to the individual RA’s intended audience. ◀	Y

4800[11](01)020	[11]	Authorized	GM	4800(1).20 - GM - Application for MAOS MRP Part 145 Approval	An organization seeking MAOS Approval will apply in the first instance to the MAA, by email to DSA-MAA-OA-ACC@mod.gov.uk.	Y
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 supplement11 10 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. 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, ie MOE only to AMOs without CAA ► ◀ Approvals who have a full MRP MOE Approval and have not used the supplement process.	Y
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 and Mil CAM Within 10 working days.	Y
4800[11](02)022	[11]	Authorized	GM	4800(2).22 - GM - Distribution of Approved Maintenance Organization Exposition and Supplement Documents	Distribution of the organization's MOE and supplement ensures the TAA and Mil CAM are aware of the scope of an AMO's Approval and the procedures to which they will adhere to in order to meet the requirements set by the RA 4800 - 4849 (MRP Part 145) series of Regulations.	Y
4800[11](02)023	[11]	Authorized	GM	4800(2).23 - GM - Distribution of Approved Maintenance Organization Exposition and Supplement Documents	Where there are Commercial In Confidence considerations the AMO may provide a redacted copy to protect its commercial interests.	Y

4801[07]	[07]	Authorized	RA	4801 - RA (Issue 7) - Certifying Staff	A Maintenance organization will appoint individuals with a specific responsibility to certify the completion of military registered Air System Maintenance and / or component Maintenance in accordance with (iaw) MRP Part 145. If such individuals were to be authorized as certifying staff without a minimum level of qualification and experience, Airworthiness may be compromised. ► This RA ◀ defines the qualification and experience criteria to be met by Maintenance personnel in order to be eligible for Authorization as certifying staff, subject to meeting other applicable requirements¹ . ► Definitions Relevant to this RA 1. Tradesperson. Suitably Competent and authorized staff² responsible for executing Air System and Air System component Maintenance activities. This role may also be known as Support Staff within Approved Maintenance Organizations (AMOs). 2. Supervisor. Suitably Competent and authorized staff² responsible for carrying out supervision of Tradespersons in the execution of their Maintenance activities 3. Coordinating / Certifying Staff. Staff holding Authorization by the Maintenance organization to endorse the appropriate Certification of Air System Release and / or Component Release³. In Military Maintenance Organizations (MMOs) this role may be referred to as the 3rd Signature. This term will not be confused with the term certifying staff used uncapitalised or on its own, this is the collective noun for Maintenance personnel with responsibilities for signing Maintenance documentation as either Tradesperson, Supervisor or Coordinating / Certifying Staff. ◀ 1 Refer to RA 4806 – Personnel Requirements (MRP 145.A.30) and RA 4807 – Certifying Staff and Support Staff (MRP 145.A.35).	Y
4801[07](01)	[07]	Authorized	Regulation	4801(1) - Regulation - Certifying Staff	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. ◀	Y
4801[07](01)004	[07]	Authorized	AMC	4801(1).4 - AMC - Common AMC	Nil	Y

4801[07](01)005	[07]	Authorized	AMC	4801(1).5 - AMC - Additional AMC –MMOs only	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.	N
4801[07](01)006	[07]	Authorized	AMC	4801(1).6 - AMC - Additional AMC –AMOs only	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.	Y
4801[07](01)007	[07]	Authorized	GM	4801(1).7 - GM - Common GM	This Regulation does not seek to regulate the process to issue Certification privileges or any other engineering Authorizations ⁵ ⁵ Refer to RA 4806 – Personnel Requirements (MRP 145.A.30) and RA 1006 – Delegation of Engineering Authorizations.	Y
4801[07](01)008	[07]	Authorized	GM	4801(1).8 - GM - Common GM	► Coordinating / Certifying Staff ◀ are only those individuals with the specific responsibility of endorsing the ‘Certification of Air System Release and / or Component Release’ ⁶ , with the exception of where the MOD Form 700 is used as the technical log and will be completed iaw the relevant Instructions for Use. ► ◀ ⁶ Refer to RA 4812 – Certification of Air System Release and Component Release (MRP 145.A.50).	Y
4801[07](01)009	[07]	Authorized	GM	4801(1).9 - GM - Common GM	The term ‘MOD Phase 2 technical training’ denotes initial MOD provided aviation specialist training that prepares Service personnel for their first employment in the Defence Air Environment.	Y
4801[07](01)010	[07]	Authorized	GM	4801(1).10 - GM - Common GM	In derogation to this Regulation, non-engineering staff may also be granted Maintenance Authorizations ⁷ . ⁷ Refer to RA 4806(10): Non-engineering Staff (MRP 145.A.30(j)).	Y
4801[07](01)011	[07]	Authorized	GM	4801(1).11 - GM - Common GM	Table 1 below further clarifies the terms used for signing Air System Maintenance documentation in an AMO or MMO whilst also highlighting that they are not equivalent terms due to their use in each Maintenance organization and their applicable Maintenance environment. Table 1. Maintenance personnel terms.	Y
4801[07](01)012	[07]	Authorized	GM	4801(1).12 - GM - Additional GM - MMOs only	Within MMOs, MOD Form 700 documentation ⁸ associated with a Maintenance task is signed at 3 key stages and MMOs ► will ◀ promulgate instructions to identify the specific responsibilities of these signatories: a. 1st signature – completed by the ► Tradesperson ◀ / operator. b. 2nd signature – completed by the ► Supervisor. ◀ c. 3rd signature – completed by the ► Coordinator / Certifying Staff. ◀ ⁸ Refer to RA 4813 – Maintenance Records (MRP 145.A.55).	N
4801[07](01)013	[07]	Authorized	GM	4801(1).13 - GM - Additional GM - MMOs only	At each stage the individual who has carried out the work detailed will sign for that work. When one or more individuals are involved with a Maintenance task, each person will identify and sign for the work that they have carried out themselves.	N

4801[07](01)014	[07]	Authorized	GM	4801(1).14 - GM - Additional GM - MMOs only	For the purposes of MRP Part 145, personnel that assume the Responsibilities of both the 1st and 2nd Signatory are known as 'self-supervisors' who can undertake such activity unless restricted by Technical Information.	N
4801[07](01)015	[07]	Authorized	GM	4801(1).15 - GM - Additional GM - MMOs only	When signing for an activity as a self-supervisor, the individual certifying the Maintenance documentation accepts the responsibilities of both the 1st and 2nd signature. On Maintenance documentation that has space for only one signature, it is implicit on signing that the individual is accepting both 1st and 2nd signature responsibilities.	N
4801[07](01)016	[07]	Authorized	GM	4801(1).16 - GM - Additional GM - AMOs only	>removed<	Y
4801[07](01)017	[07]	Authorized	GM	4801(1).17 - GM - Additional GM - AMOs only	When an individual does not hold an appropriate Category A, B1, B2 or C licence in compliance with UK CAA Annex III (Part 66) ►◄4, a suitable level of experience and qualification ►will◄ be demonstrated before the individual can be employed and authorized as certifying staff. In addition to the Authorization requirements9, it is incumbent on the person granting a Certification Authorization to such an individual to assess their basic experience and qualification level in the absence of a recognized Part 66 licence. 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. ◄ 9 Refer to of RA 4807(2): Certification and Supervisory Authorizations (MRP 145.A.35(b)).	Y
4802[06]	[06]	Authorized	RA Rationale	Scope of the MRP Part 145 (MRP 145.A.10) - Approved Maintenance Organizations only	Contractor-run Maintenance organizations are required to be competent to maintain military registered Air Systems and / or components. Without a system of assessment and approval, the Maintenance of military registered Air Systems and / or components cannot be assured as being compliant with current Regulations, potentially increasing the Risk to Air Safety and subsequent Risk to Life. MRP Part 145 approval will permit contractor-run Maintenance organizations to maintain military registered Air Systems and / or components within a defined scope, thus providing Aviation Duty Holders and Accountable Managers (Military Flying) assurance of a Maintenance organization's competence and suitability to carry out Contracted Maintenance activities.	Y
4802[06](00)001	[06]	Authorized	Definitions	Definitions Relevant to this RA	1. ► Coordinating / Certifying Staff. [1] Staff holding authorization by the Maintenance Organization to endorse the appropriate Certification of Air System Release and / or Component Release. This role may also be known as the Air System and / or Work Order Coordinator within military parlance. ◄ [1] ► Refer to RA 4801(1): Certifying Staff. ◄	Y
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.	Y

4802[06](01)002	[06]	Authorized	AMC	Scope of the MRP Part 145 (MRP 145.A.10(a))	2. Nil.	N
4802[06](01)003	[06]	Authorized	GM	Scope of the MRP Part 145 (MRP 145.A.10(a)) - 'Line' and 'base' Maintenance	3. For the purposes of MRP Part 145 approval, the terms 'Line' and 'Base' Maintenance are used to define specific types of Maintenance activity. These terms overlap, but are not aligned to, the military framework of 'forward' and 'depth', since Line and Base Maintenance can be carried out in both the forward and depth domains. It is possible for an organization to be approved to conduct Line Maintenance only, Base Maintenance only or both. a. Line Maintenance is defined as any Maintenance that is carried out before flight to ensure that the Air System is fit for the intended flight. It may include, but is not limited to: (1) Trouble shooting / Fault diagnosis. (2) Fault rectification. (3) Component replacement with use of external test equipment if required. Component replacement may include components such as engines, propellers and rotors. (4) Preventive Maintenance and / or checks including visual inspections that will detect obvious unsatisfactory conditions / discrepancies but do not require extensive in depth inspection. It may also include internal structure, Systems and power plant items, which are visible through quick opening access panels / doors. (5) Minor repairs and Modifications, which do not require extensive disassembly and can be accomplished by simple means. b. Maintenance tasks falling outside these criteria are considered to be Base Maintenance. c. For temporary or occasional cases (eg Special Instructions (Technical) (SI(T)s) or Airworthiness Directives (ADs)), the Quality Manager may accept Base Maintenance tasks to be performed by a Line Maintenance Organization provided all regulatory requirements are fulfilled. d. Air Systems maintained in accordance with (iaw) 'progressive' / 'equalized' Preventive Maintenance type programmes may be individually assessed in relation to this paragraph. In principle, the decision to allow some equalized	Y

4802[06](01)004	[06]	Authorized	GM	Scope of the MRP Part 145 (MRP 145.A.10(a)) - 'Line' and 'base' Maintenance	4. Where the Approved Maintenance Organizations (AMO) uses facilities both inside and outside the UK, such as satellite facilities, subcontractors ► [2] ◀, line stations etc, such facilities may be included in the approval without being identified on the approval certificate subject to the Maintenance Organization Exposition identifying the facilities and containing procedures to control such facilities and the MAA being satisfied that they form an integral part of the AMO. [2] ► Subcontracted facilities, personnel and procedures involved with the AMO's Products, Parts and Appliances undergoing Maintenance are effectively subsumed into the AMO in that they will come under the AMO's Quality System and the AMO's Maintenance Approval Organization Scheme (MAOS) approval is extended to include the subcontractor. It therefore follows that those parts of the subcontractor's facilities, personnel and procedures are to 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. ◀	Y
4802[06](01)005	[06]	Authorized	GM	Scope of the MRP Part 145 (MRP 145.A.10(a)) - Guidance for small AMOs	5. It is recognized that MRP Part 145 approval may be required by 2 quite different types of small AMO, the first being the component Maintenance workshop, eg radio equipment or wheels etc, the second being specialized services, eg welding or Non-Destructive Testing. This part of the Guidance Material provides detail on how these small AMOs may satisfy the intent of MRP Part 145.	Y

4802[06](01)006	[06]	Authorized	GM	Scope of the MRP Part 145 (MRP 145.A.10(a)) - Guidance for small AMOs	6. Where only one person is employed (holding the certifying function and others), this AMO may use the guidance provided in the following sub-paragraphs, limited to the following approval classes: Class B2 – Small Piston Engines; Class C – Components; and Class D1 – Non-Destructive Inspections. Note: The following sub-paragraphs only include the relevant clauses of MRP Part 145 for which this guidance applies. When RAs within MRP Part 145 are not listed, then it means that full compliance must be demonstrated. a. With reference to RA 4806(2) [3], the minimum requirement is for one full time person who meets the requirements► ◀ for ► Coordinating / Certifying Staff◀ and holds the position of Accountable Manager (Maintenance) (AM(M)), Maintenance Manager and is also certifying staff. No other person may issue a certificate of Air System release and therefore, if absent, no Maintenance may be released during such absence. Note: ‘Full time’ for the purpose of MRP Part 145 means not less than 35 hrs per week except during vacation periods. b. The quality monitoring function [4] may be Contracted to an appropriate AMO or to a person with appropriate technical knowledge and extensive experience of Quality Audits employed on a part time basis, with the agreement of the MAA. c. In the case of an approval based on one person using a Subcontracted quality monitoring arrangement, the requirement [5] for a record of ► Coordinating / Certifying Staff◀ is satisfied by the submission to and acceptance by the MAA of the MAA MAOS Form 4 - Details of Nominated Personnel. With only one person, the requirement for a separate record of authorization is unnecessary because the Approval Schedule defines the authorization. An appropriate statement to reflect this situation will be included in the exposition.	Y

4802[06](01)007	[06]	Authorized	GM	Scope of the MRP Part 145 (MRP 145.A.10(a)) - Guidance for small AMOs	7. An AMO with up to 10 persons involved in Maintenance may use the following guidance: a. With reference to RA 4806(2) [3], the normal minimum requirement is for the employment on a full-time basis of 2 persons who meet the requirements [1] for ► Coordinating / Certifying Staff ◀, whereby one holds the position of 'Maintenance Manager' and the other holds the position of 'Quality Audit Engineer'. b. Either person can assume the responsibilities of the AM(M), providing that they can comply in full with the applicable elements of RA 4806(1) [6], but the Maintenance Manager will be the ► Coordinating / Certifying Staff ◀ to retain the independence of the Quality Audit Engineer to carry out audits. Nothing prevents either engineer from undertaking Maintenance tasks providing that the Maintenance Manager endorses the Certification of Air System Release and / or Component Release. c. The Quality Audit Engineer will have similar qualifications and status to the Maintenance Manager for reasons of credibility, unless ► they have ◀ a proven track record in Air System Quality Assurance, in which case some reduction in the extent of Maintenance qualifications may be permitted. d. In cases where the MAA agrees that it is not practical for the organization to nominate a post-holder for the quality monitoring function, this function may be Contracted iaw Paragraph ► 6.b. ◀ [6] Refer to RA 4806(1): Accountable Manager (Maintenance) (MRP 145.A.30(a)).	N
4803[06]	[06]	Authorized	RA	4803 - RA (Issue 6) - Method of Application for Approval (MRP 145.A.15) - Approved Maintenance Organizations only	Formal contractor-run Maintenance organization application for initial MRP Part 145 approval, or to amend an existing approval, is required to follow a consistent approach. Without a standardised format, Maintenance organization approvals may be delayed due to the incomplete submission of evidence or misinterpretation of the intended scope of work. An inconsistent approach to seeking approval could potentially limit assurance that Air System and/or component Maintenance is being performed using appropriate engineering practices. This RA requires that all contractor-run Maintenance organization applications for initial MRP Part 145 approval, or to amend an existing approval, are submitted in a specified format that stipulates the minimum information requirement for such applications.	Y
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.	Y
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.	Y
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.	Y

4803[06](01)003	[06]	Authorized	GM	4803(1).3 - GM - Method of Application for Approval (MRP 145.A.15(a))	The MAA MAOS Form 2 can be downloaded from the MAOS Approvals page on the MAA Website[2]. Applicants are strongly advised to contact the MAA in advance of any formal submission, to discuss their requirements and the approval process[1]. [1] DSA-MAA-OA-ACC@mod.gov.uk. [2] https://www.gov.uk/government/publications/maintenance-approved-organization-scheme-maos .	Y
4804[05]	[05]	Authorized	RA	4804 - RA (Issue 5) - Terms of Approval (MRP 145.A.20) - Approved Maintenance Organizations only	Contractor-run Maintenance organizations are employed to undertake Maintenance tasks for a defined scope of work. In order to assure Aviation Duty Holders and Accountable Managers (Military Flying) that such Maintenance tasks are undertaken in compliance with MRP Part 145, a system for MAA approval is required. Without such a system, contractor-run Maintenance organizations could operate outside the scope of their capability, which has potential for Air Systems and components to be incorrectly maintained. In order to mitigate this hazard, RA 4804 requires that contractor-run Maintenance organizations are approved using a consistent class and rating numbering system, according to their scope of work.	Y
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).	Y
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.	Y
4804[05](01)002	[05]	Authorized	GM	4804(1).2 - GM - Terms of Approval (MRP 145.A.20(a))	Table A-1, within Annex A to this Regulation, identifies the corresponding system number, as defined in the Aerospace and Defence Industries ASD/AIA S1000D Standard Numbering System (SNS), for each component rating.	Y
4805[05]	[05]	Authorized	RA	4805 - RA (Issue 5) - Facility Requirements (MRP 145.A.25)	In order to carry out Air System and/or Air System component Maintenance it is essential that appropriate engineering facilities are provided. Without suitable infrastructure, Maintenance personnel and equipment may not have the necessary protection from the environment, which can increase the potential for Maintenance errors and Risk to Life. RA 4805 details the appropriate facility requirements for Maintenance organizations to ensure that the scope of work can be undertaken safely.	Y

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.	Y
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.	Y
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.	N
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.	N
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.	Y

4805[05](01)005	[05]	Authorized	GM	4805(1).5 - GM - Common GM	For 'line' or 'forward' Maintenance of Air Systems, hangars are not essential but it is recommended that, where practicable, access to hangar accommodation be demonstrated for usage during inclement weather for minor Preventive Maintenance work and lengthy fault rectification.	Y
4805[05](01)006	[05]	Authorized	GM	4805(1).6 - GM - Common GM	Facilities will provide the appropriate level of security to any classified items being maintained and/or stored, be they held individually or installed to an Air System or assembly. AMOs will meet their contractual requirements in this regard.	Y
4805[05](01)007	[05]	Authorized	GM	4805(1).7 - GM - Common GM	When a UK military registered Air System is at a foreign or civilian airfield, the appropriate Command or Defence Contractor Flying Organization is to consider guarding by the host nation or UK Service personnel in order to preserve the Airworthiness of the Air System.	Y
4805[05](01)008	[05]	Authorized	GM	4805(1).8 - GM - Additional GM - MMOs only	If security requirements necessitate the removal of classified equipment, it will be undertaken in accordance with the Air System Document Set and the items held in a secure store as required by Defence Policy.	N
4805[05](01)009	[05]	Authorized	GM	4805(1).9 - GM - Additional GM - AMOs only	The 'hangar visit plan' is a document that shows the projected planning of hangar utilization. The purpose of the hangar visit plan is to show that adequate facilities are at the disposal of the organization for the proposed scope of Maintenance.	Y
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)).	Y
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.	Y
4805[05](02)011	[05]	Authorized	GM	4805(2).11 - GM - Office Accommodation (MRP 145.A.25(b))	It is acceptable to combine any or all of the office accommodation requirements into one office subject to the staff having sufficient room to carry out the assigned tasks.	Y
4805[05](02)012	[05]	Authorized	GM	4805(2).12 - GM - Office Accommodation (MRP 145.A.25(b))	It is not essential for the office accommodation required by this Regulation to be a purpose-built room or building, but it will provide a working environment that permits personnel to carry out their work in an effective manner.	Y
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.	Y
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.	Y

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.	Y
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.	Y
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.	Y
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.	Y
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.	N
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.	N
4805[05](03)020	[05]	Authorized	AMC	4805(3).20 - AMC - Additional AMC - AMOs only	Nil.	Y
4805[05](03)021	[05]	Authorized	GM	4805(3).21 - GM - Common GM	Specific Maintenance tasks may require the application of specific environmental conditions different to the requirements at Paragraph 17; such conditions will be identified in the Technical Information and will be observed.	Y
4805[05](03)022	[05]	Authorized	GM	4805(3).22 - GM - Additional GM - MMOs only	While Paragraph 19 provides some flexibility for MMOs, the requirements of this Regulation must be adhered to as far as is practicable.	N
4805[05](03)023	[05]	Authorized	GM	4805(3).23 - GM - Additional GM - AMOs only	Nil.	Y

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.	Y
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.	Y
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.	Y
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.	Y
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.	N
4805[05](04)028	[05]	Authorized	AMC	4805(4).28 - AMC - Additional AMC - AMO Only	Nil.	Y
4805[05](04)029	[05]	Authorized	GM	4805(4).29 - GM - Storage Facilities (MRP 145.A.25(d))	Nil.	Y

4806[08]	[08]	Authorized	RA	4806 - RA (Issue 8) - Personnel Requirements (MRP 145.A.30)	An organization applying for MRP Part 145 approval is required to appoint a number of positions within the organization, which each have specific responsibilities, and detail them in the Maintenance Organization Exposition (MOE). While Military Maintenance Organizations (MMOs) are not currently required to apply for approval, this RA remains applicable. Without the appointment of specific roles within a Maintenance organization, personnel leadership and management of essential functions could be compromised, thus increasing the Risk of a Maintenance Occurrence, the organization operating outside its scope of work and potentially increasing Risk to Life. This RA describes Maintenance organization roles that require Competent individuals to fulfil their responsibilities and provide Assurance that the organization is compliant with MRP Part 145. ► Definitions Relevant to this RA 1. Tradesperson. Suitably Competent and authorized staff1 responsible for executing Air System Maintenance activities. This role may also be known as Support Staff within Approved Maintenance Organizations (AMOs) or 1st Signature within MMOs. 2. Supervisor. Suitably Competent and authorized staff1 responsible for carrying out supervision of Tradespersons in the execution of their Maintenance activities. In MMO documentation this may be referred to as the 2nd Signature. 3. Coordinating / Certifying Staff. Staff holding Authorization by the Maintenance organization to endorse the appropriate Certification of Air System Release and / or Component Release (Air System coordination / Work Order coordination)2. In MMOs this role may be referred to as the 3rd Signature. ◀ 1 ► Refer to RA 4807 – Certifying Staff and Support Staff (MRP 145.A.35). 2 Refer to RA 4812 – Certification of Air System Release and Component	Y
4806[08](01)	[08]	Authorized	Regulation	4806(1) - 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 Maintenance3 and, where applicable, support the organization approval (AMOs only). c. Establishing and promoting the Safety and Quality Policy4 (AMOs only). 3 Refer to RA 4815(2): Procedures for Good Maintenance Practices (MRP 145.A.65(b)). 4 Refer to RA 4815(1): Organization Safety and Quality Policy (MRP 145.A.65(a))	Y
4806[08](01)004	[08]	Authorized	AMC	4806(1).4 - AMC - Common AMC	Nil	Y

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.	N
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.	Y
4806[08](01)007	[08]	Authorized	GM	4806(1).7 - GM - Common GM	Nil	Y
4806[08](01)008	[08]	Authorized	GM	4806(1).8 - GM - Additional GM – MMOs only	Nil	N
4806[08](01)009	[08]	Authorized	GM	4806(1).9 - GM - Additional GM – AMOs only	The AM(M) may be the AM(M) for more than one AMO and is not necessarily required to be knowledgeable on technical matters, as the MOE defines the Maintenance standards.	Y
4806[08](01)010	[08]	Authorized	GM	4806(1).10 - GM - Additional GM – AMOs only	Where an AMO holds both an approval under MRP Part 145 and a Civil Aviation Authority (CAA) Part 145 ►◄, the post title of AM(M) may be shortened to 'Accountable Manager' for clarity if required. However, this appointment is not to be confused with the Accountable Manager (Military Flying)5. 5 Refer to RA 1024 – Accountable Manager (Military Flying).	Y
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 submitted6 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 Systems 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. 6 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/military-aviation-authority-approvals).	Y
4806[08](02)011	[08]	Authorized	AMC	4806(2).11 - AMC - Common AMC	Nil	Y

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.	N
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 ⁷ . ⁷ Refer to RA 1006 – Delegation of Engineering Authorizations and RA 4806(5): Personnel Competences and Authorization (MRP 145.A.30(e)).	N
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.	N
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).	Y
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)).	Y
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 ³ standards and 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)).	Y

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 required3 standards and also responsible for any corrective action resulting from the Quality compliance monitoring8. 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)).	Y
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.	Y
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).	Y
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)).	Y
4806[08](02)022	[08]	Authorized	GM	4806(2).22 - GM - Common GM	Dependent upon the size of the organization, the MRP Part 145 functions may be subdivided under individual managers or combined in any number of ways.	Y
4806[08](02)023	[08]	Authorized	GM	4806(2).23 - GM - Additional GM – MMOs only	Nil	N
4806[08](02)024	[08]	Authorized	GM	4806(2).24 - GM - Additional GM – AMOs only	Nil	Y
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 System8 . 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)).	Y

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)).	Y
4806[08](03)026	[08]	Authorized	GM	4806(3).26 - GM - Quality Manager (MRP 145.A.30(c))	Nil	Y
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.	Y
4806[08](04)027	[08]	Authorized	AMC	4806(4).27 - AMC - Common AMC	Nil	Y
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.	N
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.	N
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 ►should◀ 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).	Y

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.	Y
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.	Y
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.	Y
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 ¹² . ¹² Refer to RA 4805(1): Facility Requirements (MRP 145.A.25(a)).	Y
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 ⁸ . Where Quality-monitoring staff perform other functions, the time allocated to such functions should be taken into account in determining Quality monitoring staff numbers.	Y
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.	Y
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.	Y
4806[08](04)038	[08]	Authorized	GM	4806(4).38 - GM - Common GM	The 'Maintenance working hours plan' is a document or set of documents that demonstrate what the organization is able to achieve with the actual workforce resource available and, where applicable for 'line' or 'forward' Air System Maintenance organizations, the Air System Flying Hours that can be made available as a result of this Maintenance.	Y
4806[08](04)039	[08]	Authorized	GM	4806(4).39 - GM - Additional GM – MMOs only	An MMO's Maintenance working hours plan may be developed and held by a higher military formation, but individual MMOs will be expected to have access to, and an understanding of, their plan.	N
4806[08](04)040	[08]	Authorized	GM	4806(4).40 - GM - Additional GM – MMOs only	An MMO's Maintenance working hours plan may be supplemented by several separate plans to cater for differing circumstances, for example, Air System Maintenance organizations supporting expeditionary operations or exercises. However, in all instances, the plan will demonstrate that staff levels are adequate to safely perform the functions specified in this Regulation.	N
4806[08](04)041	[08]	Authorized	GM	4806(4).41 - GM - Additional GM – AMOs only	For the purpose of this Regulation, 'employed' means the person is directly employed by the Maintenance organization approved under MRP Part 145 or the person is a Contractor who has been engaged in one role for a minimum of 6 months. 'Contracted' means the person is employed by another organization and Contracted by that organization to the Maintenance organization approved under MRP Part 145 (with the exception of the 6 months in one role criterion described above, where the Contracted person is considered to be 'employed').	Y

4806[08](04)042	[08]	Authorized	GM	4806(4).42 - GM - Additional GM – AMOs only	In the case of MOD / industrial partnered support arrangements in an AMO, the MOD element of the organization will be considered, for the purpose of this clause, as part of the AMO's 'employed' workforce.	Y
4806[08](04)043	[08]	Authorized	GM	4806(4).43 - GM - Additional GM – AMOs only	Turnover rate is calculated as the number of persons who departed divided by the average number of persons who performed Maintenance, over the rolling 12-month period.	Y
4806[08](04)044	[08]	Authorized	GM	4806(4).44 - GM - Additional GM – AMOs only	'Maintenance workload' includes all necessary work such as, but not limited to, planning, Maintenance record checks, production of worksheets / cards in paper or electronic form, accomplishment of Maintenance, inspection and the completion of Maintenance records.	Y
4806[08](04)045	[08]	Authorized	GM	4806(4).45 - GM - Additional GM – AMOs only	Significant deviation means more than a 25% shortfall in available working hours during a calendar month for any one of the functions specified in this Regulation.	Y
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.	Y
4806[08](05)046	[08]	Authorized	AMC	4806(5).46 - AMC - Common AMC EWIS Training	Personnel13 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. ◀	Y
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. ◀	Y

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 Competent¹⁴ 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.	N
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.	N
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 ◀ should be given by the Chief Air Engineer.	N
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.	N
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.	N
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.	N

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.	Y
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.	Y
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.	Y
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.	Y
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.	Y

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 Manager9 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.	Y
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.	Y
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.	Y

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 training¹⁵, 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. ¹⁵ Refer to RA 1440 – Air Safety Training.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y
4806[08](05)068	[08]	Authorized	AMC	4806(5).68 - AMC - Human Factors Training	The Human Factors training procedures should be specified in the MOE.	Y

4806[08](05)069	[08]	Authorized	GM	4806(5).69 - GM - Common GM	►CAA AMC16 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). ◀	Y
4806[08](05)070	[08]	Authorized	GM	4806(5).70 - GM - Common GM	'Human Factors' is defined in MAA0217. 'Human Performance' means human capabilities and limitations which have an impact on the Safety and efficiency of aeronautical operations. 17 Refer to MAA02: MAA Master Glossary.	Y
4806[08](05)071	[08]	Authorized	GM	4806(5).71 - GM - Common GM	For all relevant personnel in the Defence Air Environment, Human Factors training requirements ¹⁵ must be followed. 15 Refer to RA 1440 – Air Safety Training.	Y
4806[08](05)072	[08]	Authorized	GM	4806(5).72 - GM - Common GM	>removed<	Y
4806[08](05)073	[08]	Authorized	GM	4806(5).73 - GM - Additional GM – MMOs only	For the servicing of Air Systems belonging to one nation by personnel of a different nation, Commands may negotiate cross-servicing agreements appropriate to their operational commitments.	N
4806[08](05)074	[08]	Authorized	GM	4806(5).74 - GM - Additional GM – AMOs only	Initial Human Factors training ►will◀ cover the topics of the training syllabus specified in Annex A to this Regulation, either as a dedicated course or else integrated within other training. The syllabus may be adjusted to reflect the particular nature of both the organization and the functions within the organization.	Y
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 arecognized 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.	Y
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. 18 BS EN 4179 – Aerospace series. Qualification and approval of personnel for non-destructive testing.	Y
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 iaw BS EN 4179, or equivalent.	Y

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 finish¹⁹: 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/. ◀	Y
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. ◀	Y
4806[08](06)079	[08]	Authorized	AMC	4806(6).79 - AMC - Additional AMC – MMOs only	Nil	N
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.	Y
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.	Y
4806[08](06)082	[08]	Authorized	AMC	4806(6).82 - AMC - Additional AMC – AMOs only	Boroscopying 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 approval²⁰ 20 Refer to RA 4804 – Terms of Approval (MRP 145.A.20) - Approved Maintenance Organizations only.	Y
4806[08](06)083	[08]	Authorized	GM	4806(6).83 - GM - Common GM	Continued Airworthiness NDT' means such testing specified by TI for the purpose of determining the continued fitness of the product to operate safely.	Y

4806[08](06)084	[08]	Authorized	GM	4806(6).84 - GM - Common GM	Notwithstanding the fact that the organization's Responsible Level 3 may be qualified to establish and authorize methods, techniques, etc, this does not permit such personnel to deviate from methods and techniques published by the Type Airworthiness Authority in the form of TI, such as in NDT manuals or Service Bulletins, unless the manual or Service Bulletin expressly permits such deviation.	Y
4806[08](06)085	[08]	Authorized	GM	4806(6).85 - GM - Common GM	'Particular NDT' means any one or more of the following: a. Penetrant testing. b. Magnetic testing. c. Eddy current testing. d. Ultrasonic testing. e. Radiographic testing. f. Thermographic testing. g. Shearographic testing.	Y
4806[08](06)086	[08]	Authorized	GM	4806(6).86 - GM - Additional GM – MMOs only	Personnel will become qualified on the successful completion of NDT training, consolidation and examinations appropriate to the level of NDT qualification being sought.	N
4806[08](06)087	[08]	Authorized	GM	4806(6).87 - GM - Additional GM – MMOs only	Authorization to conduct NDT will be withdrawn if an individual's qualification becomes invalid. The relevant authorizing individual may re-authorize personnel once the lapsed qualification element(s) has been reassessed and certified as being complete. A Responsible Level 3 can advise on the re-Authorization action required. Under exceptional or operational requirements, the relevant authorizing individual may extend the validity of an NDT Authorization to meet a specific need.	N
4806[08](06)088	[08]	Authorized	GM	4806(6).88 - GM - Additional GM – MMOs only	NDT Authorizations will be recorded ²¹ . ²¹ Refer to RA 4806(5): Personnel Competences and Authorization (MRP 145.A.30(e)).	N
4806[08](06)089	[08]	Authorized	GM	4806(6).89 - GM - Additional GM – MMOs only	When MMOs do not have the necessary organic NDT capability, additional services may be requested from specialist organizations (such as 1710 NAS and 71(IR) Squadron or an appropriate AMO with a D1 rating) that are specifically authorized to task the relevant NDT organizations.	N
4806[08](06)090	[08]	Authorized	GM	4806(6).90 - GM - Additional GM – AMOs only	Nil	Y
4806[08](07)	[08]	Authorized	Regulation	4806(7) - Regulation - Air System Certifying Staff (Line Maintenance) (MRP 145.A.30(g)) - Approved Maintenance Organizations 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 ¹ . ¹ ► Refer to RA 4807 – Certifying Staff and Support Staff (MRP 145.A.35).	Y
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 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.	Y

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 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 Release2. 2 Refer to RA 4812 – Certification of Air System Release and Component Release (MRP 145.A.50). ◀	Y
4806[08](07)093	[08]	Authorized	GM	4806(7).93 - GM - Air System Certifying Staff (Line Maintenance) (MRP 145.A.30(g)) - Approved Maintenance Organizations only	The following Guidance Material is applicable to AMOs employing certifying staff licensed iaw CAA Part 66 ► ◀ in a Line Maintenance environment: a. ‘Minor scheduled Line Maintenance’ means any minor scheduled inspection / check up to and including a weekly check specified in the approved Aircraft Maintenance Programme22 (or equivalent), in a Line Maintenance environment23. b. Where the AMO uses appropriately authorized Category A ► Tradespersons ◀ to carry out minor scheduled Line Maintenance and simple Fault rectification, Category B1 and B2 staff need not always be present at the line station during such activity. c. The following list contains typical tasks that a Category A ► Tradesperson ◀ could carry out after appropriate task training, as part of minor scheduled Line Maintenance or simple Fault rectification: (1) Replacement of wheel assemblies and brake units. (2) Replacement of simple crew escape and emergency equipment (excluding Aircraft Assisted Escape Systems (AAES)). (3) Replacement of internal and external lights, filaments and flash tubes. (4) Replacement of windscreen wiper blades. (5) Replacement of seats (excluding AAES), seat belts and harnesses. (6) Closing of cowlings and re-fitment of quick access inspection panels. (7) Replacement of static wicks / static dischargers. (8) Replacement of Air System batteries. (9) Routine lubrication and replenishment of fluids and gases. 22 Refer to RA 4961 – Aircraft Maintenance Programme (MRP Part M Sub Part C). 23 Refer to RA 4802(1): Scope of the MRP Part 145 (MRP 145.A.10(a)).	Y
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 activities1 . 1 ► Refer to RA 4807 – Certifying Staff and Support Staff (MRP 145.A.35).	Y

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 authorized²¹. In addition, the AMO should have sufficient Air System type-qualified staff qualified as Category B1 and B2 and authorized¹ 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. 21 Refer to RA 4806(5): Personnel Competences and Authorization (MRP 145.A.30(e)).	Y
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 Release² 2 Refer to RA 4812 – Certification of Air System Release and Component Release (MRP 145.A.50). ◄	Y
4806[08](08)096	[08]	Authorized	GM	4806(8).96 - GM - Air System Certifying Staff (Base Maintenance) (MRP 145.A.30(h)) - Approved Maintenance Organizations only	Nil	Y
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 activities¹ 1 ► Refer to RA 4807 – Certifying Staff and Support Staff (MRP 145.A.35).	Y
4806[08](09)097	[08]	Authorized	AMC	4806(9).97 - AMC - ► Common AMC ◄	Nil	Y

4806[08](09)098	[08]	Authorized	AMC	4806(9).98 - AMC - ► 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)).	N
4806[08](09)099	[08]	Authorized	AMC	4806(9).99 - AMC - 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)).	Y
4806[08](09)100	[08]	Authorized	GM	4806(9).100 - GM - Component Certifying Staff (MRP 145.A.30(i))	Nil	Y
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.	Y
4806[08](10)101	[08]	Authorized	AMC	4806(10).101 - AMC - Common AMC	Nil	Y
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.	N
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.	Y
4806[08](10)104	[08]	Authorized	GM	4806(10).104 - GM - Non-engineering Staff (MRP 145.A.30(j))	The requirements ¹ for the Authorization of personnel who undertake Maintenance tasks on Air Systems must be adhered to. ¹ ► Refer to RA 4807 – Certifying Staff and Support Staff (MRP 145.A.35).	Y

4807[07]	[07]	Authorized	RA	4807 - RA (Issue 7) - Certifying Staff ¹ and Support Staff (MRP 145.A.35)	Within a Maintenance organization, those personnel required to undertake Maintenance tasks and those that certify successful completion of Maintenance are required² to be Suitably Qualified and Experienced Persons (SQEP). Without a system to ensure that staff employed in the Maintenance of Air Systems and components are Competent, personnel leadership and management of essential functions could be compromised. This could increase the Risk of Maintenance Occurrences; the organization operating outside its scope of work; and potentially increasing Risk to Life. This RA details the requirements for Maintenance organizations to ensure that ► all Tradespersons, Supervisors and Coordinating / Certifying Staff ◀ are suitably qualified, experienced, assessed as Competent and appropriately authorized to undertake their duties. ► Definitions Relevant to this RA 1. Tradesperson. Suitably Competent and authorized staff responsible for executing Air System Maintenance activities. This role may also be known as Support Staff within Approved Maintenance Organizations (AMOs) or 1st Signature within Military Maintenance Organizations (MMOs). 2. Supervisor. Suitably Competent and authorized staff responsible for carrying out supervision of Tradespersons in the execution of their Maintenance activities. This role may also be known as the 2nd Signature within MMOs. 3. Coordinating / Certifying Staff. Staff holding Authorization by the Maintenance organization to endorse the appropriate Certification of Air System Release and / or Component Release (Air System coordination / Work Order coordination)³. This term will not be confused with the term certifying staff used uncapitalised or on its own, this is the collective noun for Maintenance personnel with responsibilities for signing Maintenance documentation as either Tradesperson, Supervisor or Coordinating /	Y
4807[07](01)	[07]	Authorized	Regulation	4807(1) - Regulation - Staff Knowledge (MRP 145.A.35(a))	In addition to the appropriate certifying staff requirements⁴, 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.	Y
4807[07](01)004	[07]	Authorized	AMC	4807(1).4 - AMC - Common AMC	The organization should hold copies of all documents that attest to qualification, and to recent experience.	Y
4807[07](01)005	[07]	Authorized	AMC	4807(1).5 - AMC - Additional AMC –MMO only	Nil	N
4807[07](01)006	[07]	Authorized	AMC	4807(1).6 - AMC - Additional AMC –AMO only	In the case of ► Coordinating / Certifying Staff ◀, this should be accomplished before the issue or re-issue of Certification Authorization.	Y

4807[07](01)007	[07]	Authorized	GM	4807(1).7 - GM - Common GM	'Adequate understanding of the relevant Air Systems and / or components to be maintained together with the associated organization procedures' means that the person has received training and has relevant Maintenance experience on the product type and associated organization procedures such that the person understands how the product functions and what the more common Faults with associated consequences are.	Y
4807[07](01)008	[07]	Authorized	GM	4807(1).8 - GM - Additional GM – MMOs only	Nil	N
4807[07](01)009	[07]	Authorized	GM	4807(1).9 - GM - Additional GM – AMOs only	'Certification Authorization' means the Authorization issued to ► Coordinating / Certifying Staff ◄ by the organization and which specifies the fact that they may endorse the Certification of Air System Release ⁵ within the limitations stated in such Authorization on behalf of the organization. 5 Refer to RA 4812 – Certification of Air System Release and Component Release (MRP 145.A.50).	Y
4807[07](02)	[07]	Authorized	Regulation	4807(2) - 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)).	Y
4807[07](02)010	[07]	Authorized	AMC	4807(2).10 - AMC - 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 . 1 Refer to RA 4801 – Certifying Staff.	Y
4807[07](02)011	[07]	Authorized	AMC	4807(2).11 - AMC - 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)).	N

4807[07](02)012	[07]	Authorized	AMC	4807(2).12 - AMC - 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.	N
4807[07](02)013	[07]	Authorized	AMC	4807(2).13 - AMC - Additional AMC – AMOs only	Nil	Y
4807[07](02)014	[07]	Authorized	GM	4807(2).14 - GM - Common GM	This Regulation ensures that staff can only be granted Certification Authorization while they meet the qualification requirements for certifying staff.	Y
4807[07](02)015	[07]	Authorized	GM	4807(2).15 - GM - Additional GM – MMOs only	The Responsibility for establishing the content of the Air System type training courses detailed at paragraph ► 12 ◀ remains the Responsibility of the relevant Training Requirements Authorities. However, as a minimum, the training will provide the individual with a general understanding of the Air System type, together with the location and function of its principal components / assemblies, as applicable to the individual's trade. Such training will also draw attention to the Hazards associated with these Systems. Successful completion of this training will lead to such fact being recorded as a qualification on the individual's training or Competence record. The means of delivering such training is at the discretion of the Commands and may include, but is not limited to, pre-employment training, a standalone training course or an appropriate element / module of a longer, modular type training course.	N
4807[07](02)016	[07]	Authorized	GM	4807(2).16 - GM - Additional GM – AMOs only	Nil	Y
4807[07](03)	[07]	Authorized	Regulation	4807(3) - 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.	Y
4807[07](03)017	[07]	Authorized	AMC	4807(3).17 - AMC - Common AMC	Nil	Y
4807[07](03)018	[07]	Authorized	AMC	4807(3).18 - AMC - 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 20.	N
4807[07](03)019	[07]	Authorized	AMC	4807(3).19 - AMC - Additional AMC – AMOs only	Nil	Y
4807[07](03)020	[07]	Authorized	GM	4807(3).20 - GM - Staff Experience Requirements (MRP 145.A.35(c))	For the purpose of this Regulation, 'have...actual relevant Air System or component Maintenance' means that the person has worked in an Air System or component Maintenance environment and has either exercised the privileges of the Certification / supervision Authorization or has actually carried out Maintenance on at least some of the Air System type Systems specified in the particular Certification /supervision Authorization.	Y

4807[07](03)021	[07]	Authorized	GM	4807(3).21 - GM - Staff Experience Requirements (MRP 145.A.35(c))	This Regulation does not apply to the initial Authorization or reauthorization of certifying staff and support staff with supervisory responsibilities; the experience levels of these individuals will be considered as part of the Competence assessment⁷. 7 Refer to: RA 1002 – Airworthiness Competent Persons; RA 4806(5): Personnel Competences and Authorization (MRP 145.A.30(e)); and RA 4807(6): Certifying Staff Competence Assessment (MRP 145.A.35(f)).	Y
4807[07](03)022	[07]	Authorized	GM	4807(3).22 - GM - Staff Experience Requirements (MRP 145.A.35(c))	RA 4807(5): Continuation Training Programme (MRP 145.A.35(e)) applies once an Authorization has been granted, necessitating an experience 'currency' requirement (also known as 'recency') for ►Tradespersons, Supervisors and Coordinating / Certifying Staff◄ to maintain their Authorization.	Y
4807[07](04)	[07]	Authorized	Regulation	4807(4) - 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.	Y
4807[07](04)023	[07]	Authorized	AMC	4807(4).23 - AMC - Common AMC	Nil	Y
4807[07](04)024	[07]	Authorized	AMC	4807(4).24 - AMC - 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.	N
4807[07](04)025	[07]	Authorized	AMC	4807(4).25 - AMC - 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.	N
4807[07](04)026	[07]	Authorized	AMC	4807(4).26 - AMC - 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.	Y

4807[07](04)027	[07]	Authorized	AMC	4807(4).27 - AMC - Additional AMC – AMOs only	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.	Y
4807[07](04)028	[07]	Authorized	AMC	4807(4).28 - AMC - 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.	Y
4807[07](04)029	[07]	Authorized	AMC	4807(4).29 - AMC - 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).	Y
4807[07](04)030	[07]	Authorized	GM	4807(4).30 - GM - Common GM	Regulating the need for continuation training to keep staff updated in terms of relevant technology, procedures and Human Factors issues is one part of ensuring Quality. Therefore, its content and duration will be related to relevant Quality Audit findings and other internal / external sources of information available to the organization on human errors in Maintenance. It is recommended that the content and duration of continuation training is reviewed at least once in every 24 month period.	Y
4807[07](04)031	[07]	Authorized	GM	4807(4).31 - GM - Common GM	Defence Air Environment continuation training requirements ⁸ for Human Factors must be followed. ⁸ Refer to RA 1440 – Air Safety Training.	Y
4807[07](05)	[07]	Authorized	Regulation	4807(5) - 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.	Y
4807[07](05)032	[07]	Authorized	AMC	4807(5).32 - AMC - Common AMC	Nil	Y
4807[07](05)033	[07]	Authorized	AMC	4807(5).33 - AMC - 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 ⁹ . ⁹ Refer to RA 4806(5): Personnel Competences and Authorization (MRP 145.A.30(e)).	N

4807[07](05)034	[07]	Authorized	AMC	4807(5).34 - AMC - 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)).	Y
4807[07](05)035	[07]	Authorized	GM	4807(5).35 - GM - Continuation Training Programme (MRP 145.A.35)	Nil	Y
4807[07](06)	[07]	Authorized	Regulation	4807(6) - 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.	Y
4807[07](06)036	[07]	Authorized	AMC	4807(6).36 - AMC - Common AMC	Nil	Y
4807[07](06)037	[07]	Authorized	AMC	4807(6).37 - AMC - Additional AMC – MMOs only	MMOs should conduct such assessments iaw the applicable requirements ^{2, 9} . 2 Refer to RA 1002 – Airworthiness Competent Persons. 9 Refer to RA 4806(5): Personnel Competences and Authorization (MRP 145.A.30(e)).	N
4807[07](06)038	[07]	Authorized	AMC	4807(6).38 - AMC - 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.	Y
4807[07](06)039	[07]	Authorized	GM	4807(6).39 - GM - Common GM	The requirement of this Regulation for a Competence assessment of ►Coordinating / Certifying Staff ◀ is in addition to the Competence assessment ⁹ applicable to all personnel involved in any Maintenance, management and / or Quality Audits. 9 Refer to RA 4806(5): Personnel Competences and Authorization (MRP 145.A.30(e)).	Y
4807[07](06)040	[07]	Authorized	GM	4807(6).40 - GM - Additional GM – MMOs only	Nil	N
4807[07](06)041	[07]	Authorized	GM	4807(6).41 - GM - Additional GM – AMOs only	Competence and capability may be assessed by working the person under the supervision of either another ►Coordinating / Certifying Staff ◀ person or a Quality Auditor for sufficient time to arrive at a conclusion. Sufficient time could be as little as a few weeks if the person is fully exposed to relevant work. It is not required to assess against the complete spectrum of intended duties.	Y

4807[07](06)042	[07]	Authorized	GM	4807(6).42 - GM - Additional GM – AMOs only	When the person has been recruited from another Maintenance organization approved under MRP Part 145, and was ►Coordinating / Certifying Staff◄ in that organization, then the receiving organization may accept a written confirmation from the person responsible for running the Quality System about the person.	Y
4807[07](07)	[07]	Authorized	Regulation	4807(7) - 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	Y
4807[07](07)043	[07]	Authorized	AMC	4807(7).43 - 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.	Y
4807[07](07)044	[07]	Authorized	GM	4807(7).44 - GM - Issue of Certification Authorization (MRP 145.A.35(g))	Nil	Y
4807[07](08)	[07]	Authorized	Regulation	4807(8) - 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	Y
4807[07](08)045	[07]	Authorized	AMC	4807(8).45 - AMC - Common AMC	Nil	Y
4807[07](08)046	[07]	Authorized	AMC	4807(8).46 - AMC - 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.	N
4807[07](08)047	[07]	Authorized	AMC	4807(8).47 - AMC - Additional AMC – AMOs only	Nil	Y
4807[07](08)048	[07]	Authorized	GM	4807(8).48 - GM - Common GM	Nil	Y
4807[07](08)049	[07]	Authorized	GM	4807(8).49 - GM - Additional GM – MMOs only	The benefit of using a common system of Authorization is to provide universally recognisable Authorization codes that can support in-Service ►Tradespersons, Supervisors and Coordinating / Certifying Staff◄ being employed across each Command. Such a common Authorization system will be strictly controlled, with any deviation appropriately managed by the Commands	N
4807[07](08)050	[07]	Authorized	GM	4807(8).50 - GM - Additional GM – AMOs only	Nil	Y
4807[07](09)	[07]	Authorized	Regulation	4807(9) - Regulation - Responsibility for Issuing Certification Authorization (MRP 145.A.35(i))	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.	Y
4807[07](09)051	[07]	Authorized	AMC	4807(9).51 - AMC - Common AMC	Nil	Y

4807[07](09)052	[07]	Authorized	AMC	4807(9).52 - AMC - Additional AMC – MMOs only	The delegation of Authorizations ¹¹ within an MMO should be controlled by a nominated person to retain oversight of the Authorization issued, reviewed and, where necessary, revoked. ¹¹ Refer to RA 1006 – Delegation of Engineering Authorizations.	N
4807[07](09)053	[07]	Authorized	AMC	4807(9).53 - AMC - Additional AMC – AMOs only	Nil	Y
4807[07](09)054	[07]	Authorized	GM	4807(9).54 - GM - Responsibility for Issuing Certification Authorization (MRP 145.A.35(i))	Nil	Y
4807[07](10)	[07]	Authorized	Regulation	4807(10) - 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.	Y
4807[07](10)055	[07]	Authorized	AMC	4807(10).55 - AMC - Common AMC	Nil	Y
4807[07](10)056	[07]	Authorized	AMC	4807(10).56 - AMC - Additional AMC – MMOs only	Nil	N
4807[07](10)057	[07]	Authorized	AMC	4807(10).57 - AMC - 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.	Y
4807[07](10)058	[07]	Authorized	AMC	4807(10).58 - AMC - 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.	Y
4807[07](10)059	[07]	Authorized	AMC	4807(10).59 - AMC - 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.	Y

4807[07](10)060	[07]	Authorized	AMC	4807(10).60 - AMC - 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 412. 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. 12 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-maas	Y
4807[07](10)061	[07]	Authorized	GM	4807(10).61 - GM - Additional GM – AMOs only	The record may be kept in any format.	Y
4807[07](11)	[07]	Authorized	Regulation	4807(11) - 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.	Y
4807[07](11)062	[07]	Authorized	AMC	4807(11).62 - 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.	Y
4807[07](11)063	[07]	Authorized	GM	4807(11).63 - GM - Provision to Staff of a Copy of Their Authorizations (MRP 145.A.35(k))	Nil	Y
4807[07](12)	[07]	Authorized	Regulation	4807(12) - 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.	Y
4807[07](12)064	[07]	Authorized	AMC	4807(12).64 - AMC - Requirement to Produce Certification Authorization (MRP 145.A.35(l))	Nil	Y
4807[07](12)065	[07]	Authorized	GM	4807(12).65 - GM - Requirement to Produce Certification Authorization (MRP 145.A.35(l))	Nil	Y
4807[07](13)	[07]	Authorized	Regulation	4807(13) - Regulation - Minimum Age of Certifying Staff (MRP 145.A.35(m))	4807(13) Withdrawn – Not deemed regulatory material.	N
4807[07](13)066	[07]	Authorized	AMC	4807(13).66 - AMC - Minimum Age of Certifying Staff (MRP 145.A.35(m))	Withdrawn – Not deemed regulatory material.	N

4807[07](13)067	[07]	Authorized	GM	4807(13).67 - GM - Minimum Age of Certifying Staff (MRP 145.A.35(m))	Withdrawn – Not deemed regulatory material.	N
4808[07]	[07]	Authorized	RA	4808 - RA (Issue 7) - Equipment, Tools and Material (MRP 145.A.40)	Air Systems require the availability of a range of equipment, tools and material to maintain them in accordance with (iaw) Technical Information (TI). Failure to adequately control all such items, especially when considering the potential Hazard of a lost tool, could significantly increase the Risk to Air Safety. This RA details the requirements for a Maintenance organization to use correct and Serviceable equipment, tools and materials, in a controlled manner.	Y
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.	Y
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	Y
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	Y
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	Y
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)).	Y
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.	Y

4808[07](01)006	[07]	Authorized	GM	4808(1).6 - GM - Accounting of Equipment, Tools and Materials (MRP 145.A.40(a))	The intent of the Regulation and Paragraphs 1, 2 and 3 are to ensure that there is documented process for the appropriate control of all equipment, tools and materials used for the Maintenance of Air Systems and / or components. It is not expected that this process will involve the strict control and / or recording for the use of large Ground Support Equipment (GSE) (eg staging, crash mats and power supply units), which may be controlled differently to hand tools. However, GSE that could pose a higher Airworthiness impact if used incorrectly or is more likely to introduce a Fault to the Air System and / or component (eg a risbridger) will be strictly controlled.	Y
4808[07](01)007	[07]	Authorized	GM	4808(1).7 - GM - Accounting of Equipment, Tools and Materials (MRP 145.A.40(a))	For the purpose of this Regulation, 'materials' include consumables that are used in the preparation for Maintenance work and any engineering hygiene that is necessary before its completion.	Y
4808[07](01)008	[07]	Authorized	GM	4808(1).8 - GM - Accounting of Equipment, Tools and Materials (MRP 145.A.40(a))	In the event of any equipment, tool or material not being accounted for, the Loose Article requirements ² will be followed. ² Refer to RA 4253 – Loose Articles – Recovery Procedures.	Y
4808[07](01)009	[07]	Authorized	GM	4808(1).9 - GM - Accounting of Equipment, Tools and Materials (MRP 145.A.40(a))	The process referred to in Paragraph 5 is intended to ensure that equipment, tools or materials, other than what is already under the control of the loaned organization, are controlled to at least the same standard as undertaken by the originating Maintenance organization.	Y

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) ► 3 ◀, via approved procedures. For AMOs, such procedures shall be detailed in the Maintenance Organization Exposition(MOE)4. 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 ►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. ◀4 Refer to RA 4816 – Maintenance Organization Exposition (MRP 145.A.70) – Approved Maintenance Organizations Only.	Y
4808[07](02)010	[07]	Authorized	AMC	4808(2).10 - AMC - Common AMC	Nil	Y
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.	N
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 TI can be made available when needed.	Y
4808[07](02)013	[07]	Authorized	GM	4808(2).13 - GM - Availability of Equipment, Tools and Materials (MRP 145.A.40(b))	Nil	Y
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.	Y

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.	Y
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.	Y
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.	Y
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 TI5. ◀ 5 ► AP119G-0128-1 – This is available through the Technical Documents On-Line (TDOL) Viewer at https://plm.web.logis.r.mil.uk/viewer/ . ◀	Y
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.	N
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 iaw the equipment manufacturer's instructions ► as a minimum. ◀	Y
4808[07](03)020	[07]	Authorized	GM	4808(3).20 - GM - Management and Calibration of Equipment and Tools (MRP 145.A.40(c))	For the purpose of this Regulation, 'officially recognized standard' will normally mean those standards established by the manufacturer ► ◀.	Y
4808[07](03)021	[07]	Authorized	GM	4808(3).21 - GM - Management and Calibration of Equipment and Tools (MRP 145.A.40(c))	Additional checks may be instigated by appropriately authorized individuals and/ or iaw a tool manufacturer's TI.	Y
4808[07](03)022	[07]	Authorized	GM	4808(3).22 - GM - Management and Calibration of Equipment and Tools (MRP 145.A.40(c))	► The use of an extension bar / adapter with a hand torque tool will increase the amount of torque being applied to the fastener / component being torque loaded and this length needs to be taken in account. Pre-use testing is to be done with the extension bar / adapter fitted. When unable to carry out pre-use testing with the extension bar / adapter fitted, the tool's torque setting needs to be calculated, the necessary formula can be found within AP119G-0128-1.	Y

4809[09]	[09]	Authorized	RA	4809 - RA (Issue 9) - Acceptance of Components (MRP 145.A.42)	The Maintenance of Air Systems requires the replacement and subsequent movement of components between organizations. Failure to correctly identify, classify and trace the history of components could lead to unauthorized and unsuitable items being accepted by Maintenance organizations, potentially compromising Airworthiness and increasing Risk to Life. This RA requires a Maintenance organization to only accept components if they have been correctly identified and classified. Definitions Relevant to this RA 1. Airworthy Certified Item (ACI). A logistical term and marker that indicates that an item is airworthy Air System materiel¹, that when fitted to or used on an Air System, enables it to operate safely in flight and on the ground without significant Hazard to Aircrew, ► Supernumerary Crew, ◀ ground crew, Passengers or third parties throughout its lifecycle. 1 All Products, Parts, Appliances along with Equipment Not Basic to the Air System (Refer to RA 1340 - Equipment Not Basic to the Air System) which supports its operation as authorized in the Air System Release To Service (Refer to RA 1300 – Release To Service) and listed in the appropriate Air System Document Set (ADS).	Y

4809[09](01)	[09]	Authorized	Regulation	4809(1) - 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 Parts² 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)	Y
4809[09](01)002	[09]	Authorized	AMC	4809(1).2 - AMC - 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.	Y

4809[09](01)003	[09]	Authorized	AMC	4809(1).3 - AMC - Common AMC. Appropriate Documentation	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) 6275. (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 Date⁶ of the Air System⁷. (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 breach 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:	Y

4809[09](01)003 (cont)	[09]	Authorized	AMC	4809(1).3 (cont) - AMC - Common AMC. Appropriate Documentation	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 6275 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 value¹³, 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 individual¹⁶ 5 DEFCONs can be found within The Commercial Toolkit in the ► Knowledge in Defence, ◀ hosted on the Defence Gateway. ► ◀ 6 This is 5 years beyond the de-registration from the UK Military Aircraft	Y

4809[09](01)004	[09]	Authorized	AMC	4809(1).4 - AMC - Common AMC. Component classification.	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:	Y

4809[09](01)004 (cont)	[09]	Authorized	AMC	4809(1).4 (cont) - AMC - Common AMC. Component classification.	(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 on an appropriate ARC, containing correct and sufficient detail to enable the Organization to determine the parts suitability for use / installation. 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	Y
4809[09](01)005	[09]	Authorized	AMC	4809(1).5 - AMC - Common AMC. Component classification.	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 individual¹⁶. 16 Refer to RA 4806(5): Personnel Competences and Authorization (MRP 145.A.30(e)). 19 Within Military Maintenance Organizations (MMOs) the process of determining and assigning a serviceability classification state to an item of technical equipment is known as conditioning, refer to the Manual of Airworthiness Maintenance – Process (MAM-P), Chapter 4.10 - Technical Equipment – Conditioning and Preparation for Movement or Storage.	Y
4809[09](01)006	[09]	Authorized	AMC	4809(1).6 - AMC - Common AMC. Component classification.	► 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. ◀	Y

4809[09](01)007	[09]	Authorized	GM	4809(1).7 - GM - Component Classification and Documentation (MRP 145.A.42(a)) Certificate of Conformity	Certificate of Conformity. For clarification, the CoC2 is the document produced by the component manufacturer that contains a mark (normally a signature or stamp) to certify its Quality to an approved standard. It may also be known as the Certificate of Conformance, ►◄ Certificate of Compliance ►or similar. ◄	Y
4809[09](01)008	[09]	Authorized	GM	4809(1).8 - GM - Component Classification and Documentation (MRP 145.A.42(a)) Certificate of Conformity	A CoC may be utilized for new Standard and Non-Standard Parts.	Y
4809[09](01)009	[09]	Authorized	GM	4809(1).9 - GM - Component Classification and Documentation (MRP 145.A.42(a)) Certificate of Conformity	A CoC is not to be confused with a MOD Form 640 (Advice and Inspection Note) / 650 (GFE) (Advice and Receipt Note), United States Department of Defence Form DD250 or other asset management form. These documents are not CoCs and do not fulfil the requirements for a CoC20. 20 Refer to Knowledge in Defence: Certificate of Conformity (CoC) - Managing Quality - KiD - UK MOD: https://www.gov.uk/guidance/knowledge-in-defence-kid	Y
4809[09](01)010	[09]	Authorized	GM	4809(1).10 - GM - Component Classification and Documentation (MRP 145.A.42(a)) Certificate of Conformity	MOD logistics policy permits CoCs to be held at DT / ►MOD supply depot◄ / MOB where the item(s) is initially received. Components may be dispatched to Maintenance organizations without a copy of their respective CoC attached, provided that all of the following conditions are met: a. The component was accompanied by a CoC on receipt into the MOD. If required, the DT / ►MOD supply depot◄ / MOB can provide the original CoC for clarification in this regard. b. The component has been received by the Maintenance organization through the MOD, with an accompanying issue voucher, as a Serviceable item. c. The component is delivered to the Maintenance organization in unbroached primary packaging, unless it is for Standard Part(s) where the quantity demanded required the primary packaging to be broached, and is accompanied by a correctly completed MOD Form 3910. d. All ISTA Maintenance data (Modification state, component life, etc), as applicable, is available on certified documentation elsewhere.	Y
4809[09](01)011	[09]	Authorized	GM	4809(1).11 - GM - Component Classification and Documentation (MRP 145.A.42(a)) Certificate of Conformity	The MOD Form 3910 is used on broached consumable Standard Parts to replace the packaging label to readily identify the package contents. The CoC held at DT / ►MOD supply depot◄ / MOB remains the documentary proof that the component meets the requisite standard, therefore iaw paragraph 3 above the MOD Form 3910 must include manufacturer / contract and batch► 10◄ details. This provides necessary traceability to the original CoC, to enable the correct identification and provenance of Standard Parts when required.	Y
4809[09](01)012	[09]	Authorized	GM	4809(1).12 - GM - Component Classification and Documentation (MRP 145.A.42(a)) Certificate of Conformity	Where an organization cannot meet condition 3.h(8) of an ARC they may apply to the MAA through the ►AWE process15◄ for its use.	Y

4809[09](01)013	[09]	Authorized	GM	4809(1).13 - GM - Component Classification and Documentation (MRP 145.A.42(a)) Certificate of Conformity	► Components Without Documentary Provenance. As detailed in para 4.a(1)(c) TAAs and Commodity CEs may apply to the MAA for an AWE for the use of Standard Parts without provenance. The AWE submission will include: a. A detailed process of how the determination of a components suitability for installation / use is undertaken. b. The criteria required for an individual to be able to authorize installation / use. c. Limitations to where Standard Parts without provenance cannot be installed / used.	Y
4809[09](01)014	[09]	Authorized	GM	4809(1).14 - GM - Component Classification and Documentation (MRP 145.A.42(a)) Certificate of Conformity	Para 4.c(7) above states that “typically” components for which Maintenance records and / or traceability to the manufacturer cannot be retrieved, will be classified as Unsalvageable / Scrap, however TAAs may authorize the use of these following appropriate investigations and / or tests. ◀	Y
4809[09](01)015	[09]	Authorized	GM	4809(1).15 - GM - Component Classification and Documentation (MRP 145.A.42(a)) Unsalvageable/scrap components	Unsalvageable / Scrap Components. Caution is to be exercised to ensure that unsalvageable / scrap components are disposed of in a manner that does not allow them to be returned to service, such as mutilation of the component. Mutilation, is to be accomplished in such a manner that the components become permanently unusable for their originally intended use and cannot be reworked or camouflaged to provide the appearance of being Serviceable by: a. Replating. b. Shortening and rethreading long bolts. c. Welding. d. Straightening. e. Machining. f. Cleaning. g. Polishing. h. Repainting.	Y
4809[09](01)016	[09]	Authorized	GM	4809(1).16 - GM - Component Classification and Documentation (MRP 145.A.42(a)) Unsalvageable/scrap components	Mutilation may be accomplished by one or a combination of the following procedures: a. Grinding. b. Burning. c. Removal of a major lug or other integral feature. d. Permanent distortion of parts. e. Cutting a hole with cutting torch or saw. f. Melting. g. Sawing into many small pieces.	Y
4809[09](01)017	[09]	Authorized	GM	4809(1).17 - GM - Component Classification and Documentation (MRP 145.A.42(a)) Unsalvageable/scrap components	The following procedures are examples of mutilation that are often less successful because they may not be consistently effective: a. Stamping or vibro-etching. b. Spraying with paint. c. Small distortions, incisions, or hammer marks. d. Identification by tags or markings. e. Drilling small holes. f. Sawing into two pieces only.	Y

4809[09](02)	[09]	Authorized	Regulation	4809(2) - 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. ◀	Y
4809[09](02)018	[09]	Authorized	AMC	4809(2).18 - AMC - 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. ◀	Y
4809[09](02)019	[09]	Authorized	AMC	4809(2).19 - AMC - Common AMC	The organization should check all supporting documentation for accuracy against the received component ► / material. ◀	Y
4809[09](02)020	[09]	Authorized	AMC	4809(2).20 - AMC - Common AMC	The organization should carry out a physical inspection of the component ► / material ◀, prior to installation ► / use. ◀	Y
4809[09](02)021	[09]	Authorized	AMC	4809(2).21 - AMC - 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	Y
4809[09](02)022	[09]	Authorized	AMC	4809(2).22 - AMC - 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.	Y
4809[09](02)023	[09]	Authorized	AMC	4809(2).23 - AMC - Common AMC	For components that require an Engineering Record Card (ERC), the ERC should be controlled.	Y
4809[09](02)024	[09]	Authorized	AMC	4809(2).24 - AMC - Common AMC	► For component / material subject to lifing, it should be within its life limitations. ◀	Y

4809[09](02)025	[09]	Authorized	GM	4809(2).25 - GM - Suitability of Components (MRP 145.A.42(b))	The following list, although not exhaustive, contains typical checks to be performed during the physical inspection of the component prior to its installation to the Air System. a. Verify the general condition of the component ► / material◄ and its packaging in relation to damage that could affect ► its◄ integrity. b. Verify that any life limitations of the component ► / material◄ have not expired, and it is accompanied by the appropriate ERC if applicable. c. Verify that items are received in the appropriate package in respect of the type of the component (eg correct Air Transport Association (ATA) 30021 or electrostatic sensitive devices packaging), when necessary. d. Verify that the component has all plugs and caps appropriately installed to prevent damage or internal contamination. Care will be taken if tape has been used to cover electrical connections or fluid fittings / openings to remove any adhesive residues which can insulate electrical connections and contaminate hydraulic or fuel units. e. Verify that any packaging or accompanying documentation states the applicable specification / standard, Part Number, batch number► 10◄, serial number, Modification state, embodiment of SI(T) and the quantity of the items and the manufacturing sources. If the material is acquired from different batches, acceptance documentation for each batch will be provided. 21 ATA 300: Specification for Packaging of Airline Supplies. Provides packaging and testing guidelines for repairable and expendable units and components.	Y
4809[09](02)026	[09]	Authorized	GM	4809(2).26 - GM - Suitability of Components (MRP 145.A.42(b))	"Be appropriately conditioned / released" means that the component's serviceability has been confirmed²². 22 Refer to RA 4812(4): Certification of Component Release and Cannibalization (MRP 145.A.50(d)).	Y
4809[09](02)027	[09]	Authorized	GM	4809(2).27 - GM - Suitability of Components (MRP 145.A.42(b))	When used, the UK MAA Form 1, UK Civil Aviation Authority (CAA) Form 1, European Union Aviation Safety Agency (EASA) Form 1, National Military Airworthiness Authority (NMAA) European Military Airworthiness Requirements (EMAR) Form 1 template derivative or Federal Aviation Administration (FAA) Form 8130-3 identifies the status of an Air System component. The "Remarks" block 12 on the forms may contain vital Airworthiness related information, which may need appropriate and necessary actions. The MOD Form 731 or CoC may also contain additional Airworthiness related information beyond that prescribed.	Y
4809[09](03)	[09]	Authorized	Regulation	4809(3) - Regulation - Local Manufacture / Fabrication of Components (MRP 145.A.42(c))	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.	Y

4809[09](03)028	[09]	Authorized	AMC	4809(3).28 - AMC - 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 ¹⁶ for the tasks they are expected to complete.	Y
4809[09](03)029	[09]	Authorized	AMC	4809(3).29 - AMC - 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.	Y
4809[09](03)030	[09]	Authorized	AMC	4809(3).30 - AMC - Common AMC	Adequate records should be maintained of all such local manufacture / fabrication processes including heat treatment and the final inspection.	Y
4809[09](03)031	[09]	Authorized	AMC	4809(3).31 - AMC - 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.	Y
4809[09](03)032	[09]	Authorized	AMC	4809(3).32 - AMC - 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)).	N
4809[09](03)033	[09]	Authorized	AMC	4809(3).33 - AMC - Additional AMC - 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.	Y
4809[09](03)034	[09]	Authorized	AMC	4809(3).34 - AMC - Additional AMC - AMOs only	AMOs should only locally manufacture / fabricate Parts within its own facilities iaw procedures identified in the Exposition and approved by the MAA.	Y
4809[09](03)035	[09]	Authorized	AMC	4809(3).35 - AMC - Additional AMC - 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.	Y
4809[09](03)036	[09]	Authorized	AMC	4809(3).36 - AMC - Additional AMC - 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.	Y

4809[09](03)037	[09]	Authorized	AMC	4809(3).37 - AMC - Additional AMC - 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.	Y
4809[09](03)038	[09]	Authorized	AMC	4809(3).38 - AMC - Additional AMC - 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.	Y
4809[09](03)039	[09]	Authorized	AMC	4809(3).39 - AMC - Additional AMC - AMOs only	All locally manufactured / fabricated Parts ► (including those locally manufactured / fabricated to pattern) ◀ should be manufactured / fabricated iaw ISTA approved by the TAA	Y
4809[09](03)040	[09]	Authorized	AMC	4809(3).40 - AMC - Additional AMC - 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.	Y
4809[09](03)041	[09]	Authorized	GM	4809(3).41 - GM - Common GM	Nil	Y
4809[09](03)042	[09]	Authorized	GM	4809(3).42 - GM - Additional GM - MMOs only	Nil	N
4809[09](03)043	[09]	Authorized	GM	4809(3).43 - GM - Additional GM - AMOs only	Examples of local manufacture / fabrication permitted for AMOs can include, but are not limited to, the following: a. Fabrication of bushes, sleeves and shims. b. Fabrication of secondary structural elements and skin panels. c. Fabrication of control cables. d. Fabrication of flexible and rigid pipes. e. Fabrication of electrical cable looms and assemblies. f. Formed or machined sheet metal panels for Repairs.	Y
4809[09](04)	[09]	Authorized	Regulation	4809(4) - Regulation - Certification of Components as Unsalvageable / Scrap (MRP 145.A.42(d))	Withdrawn incorporated into RA 4809(1).	N
4809[09](04)044	[09]	Authorized	AMC	4809(4).44 - AMC - Certification of Components as Unsalvageable / Scrap (MRP 145.A.42(d))	Withdrawn incorporated into RA 4809(1).	N

4809[09](04)045	[09]	Authorized	GM	4809(4).45 - GM - Certification of Components as Unsalvageable / Scrap (MRP 145.A.42(d))	Withdrawn incorporated into RA 4809(1).	N
4810[07](00)	[07]	Authorized	Regulation	4810() - Regulation - Technical Information (MRP 145.A.45)	The Maintenance of Air Systems can be complex and involve activity that requires the use of accurate, detailed Technical Information (TI) in order to ensure Maintenance personnel are working to current processes and procedures. Failure to use and adhere to the TI published in the Air System Document Set (ADS) will adversely affect the Continuing Airworthiness of an Air System or component, increasing the likelihood of an Occurrence and potentially Risk to Life. This RA requires a Maintenance organization to use current and approved TI and to employ systems that enable thereporting of unsatisfactory features and amendments. ► Definitions Relevant to this RA 1. Tradesperson. Suitably Competent and authorized staff responsible for executing Air System Maintenance activities. This role may also be known as Support Staff within Approved Maintenance Organizations (AMOs) or 1st Signature within Military Maintenance Organizations (MMOs). 2. Supervisor. Suitably Competent and authorized staff responsible for carrying out supervision of Tradespersons in the execution of their Maintenance activities. This role may also be known as the 2nd Signature within MMOs. 3. Coordinating / Certifying Staff. Staff holding Authorization by the Maintenance organization to endorse the appropriate Certification of Air System Release and / or Component Release (Air System coordination / Work Order coordination)1. ◀ 1 ► Refer to RA 4812 – Certification of Air System Release and Component Release (MRP 145.A.50). ◀	Y
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)2. 2 Refer to RA 4813(3): Management of Retained Maintenance Records (MRP 145.A.55(c)).	Y
4810[07](01)004	[07]	Authorized	AMC	4810(1).4 - AMC - Use of Approved and Current Technical Information (MRP 145.A.45(a))	Nil	Y

4810[07](01)005	[07]	Authorized	GM	4810(1).5 - GM - Use of Approved and Current Technical Information (MRP 145.A.45(a))	Nil	Y
4810[07](02)	[07]	Authorized	Regulation	4810(2) - Regulation - Scope of Applicable Technical Information (MRP 145.A.45(b))	To complement its MAA023 definition, for the purposes of MRP Part 145, applicable TI4 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(iaw) RA 4810(4)5. 3 Refer to MAA02: MAA Master Glossary. 4 Refer to RA 5815 – Instructions for Sustaining Type Airworthiness. 5 Refer to RA 4810(4): Modification of Technical Information (MRP 145.A.45(d)).	Y
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 ADS6, including all relevant Technical Publications, or engine / APU Technical Publications, depending on the organization's planned scope of work whether a 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. 6 Refer to RA 1310(1): The Air System Document Set.	Y
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.	Y
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 (eg Non-Destructive Testing) should hold and use all applicable specialized service(s) process specifications.	Y

4810[07](02)009	[07]	Authorized	GM	4810(2).9 - GM - Common GM	'Applicable' means relevant to any Air System, component or process specified in the organization's Approval class rating schedule or planned scope of work and in any associated capability list.	Y
4810[07](02)010	[07]	Authorized	GM	4810(2).10 - GM - Common GM	In relation to Paragraphs ►6◄ and ►7◄, 'appropriate sections' means the TI relevant to the scope of Maintenance undertaken at each particular Maintenance facility.	Y
4810[07](02)011	[07]	Authorized	GM	4810(2).11 - GM - Additional GM - MMOs only	Nil	N
4810[07](02)012	[07]	Authorized	GM	4810(2).12 - GM - Additional GM - Approved Maintenance Organizations (AMOs) only	'Technical Information', as defined in MAA02, comprises a wider range of documentation than the civil aviation term 'Maintenance Data', which may be more familiar to those AMOs utilizing traditional civil aviation processes. However, within the context of its use in MRP Part 145, the term 'Maintenance Data' may be used in lieu of the term 'Technical Information' in such AMO's documentation.	Y
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 ⁷ in TI used by Maintenance personnel are recorded and notified to the TI sponsor. 7 Including inaccurate, incomplete or ambiguous TI.	Y
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.	Y
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.	Y
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.	Y
4810[07](03)016	[07]	Authorized	GM	4810(3).16 - GM - Requirement to Inform Technical Information Author of Errors (MRP 145.A.45(c))	The preferred process for proposing amendments to TI is through submission of a MOD Form 765, Unsatisfactory Feature Report (UFR). The MOD Form 765 UFR is used to notify and document subsequent actions relating to the proposed amendments to TI in the Defence Air Environment.	Y
4810[07](03)017	[07]	Authorized	GM	4810(3).17 - GM - Requirement to Inform Technical Information Author of Errors (MRP 145.A.45(c))	When there is a perceived Risk to personnel or equipment as a result of a TI shortfall, the organization may use a more expedient method to notify the TI sponsor; for example, by phone or by E-Mail. The process to conduct such activity ►will◄ be agreed with the TI sponsor and will be included in associated orders and the MOE where appropriate.	Y

4810[07](04)	[07]	Authorized	Regulation	4810(4) - Regulation - Modification of Technical Information (MRP 145.A.45(d))	The organization shall only modify TI iaw 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 Type Airworthiness Authority (TAA)8 and Mil CAMO or other approved organization of such changes. 8 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.	Y
4810[07](04)018	[07]	Authorized	AMC	4810(4).18 - AMC - Common AMC	Nil	Y
4810[07](04)019	[07]	Authorized	AMC	4810(4).19 - AMC - Additional AMC - MMOs only	Nil	N
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.	Y
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	Y
4810[07](04)022	[07]	Authorized	GM	4810(4).22 - GM - Modification of Technical Information (MRP 145.A.45(d))	For the purposes of this Regulation, 'relevant Technical Information' means instructions on how to carry out the particular Maintenance task; they exclude the engineering design of Repairs and Modifications.	Y
4810[07](04)023	[07]	Authorized	GM	4810(4).23 - GM - Modification of Technical Information (MRP 145.A.45(d))	Deviation from TI must be appropriately authorized9 ►,10 ◄. 9 Refer to RA 4812(5): Deferred and Incomplete Maintenance (MRP 145.A.50(e)). 10 ► Refer to RA 4812(6): Component Concessions. ◄	Y

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 worksheet system to be used throughout relevant parts of the organization, to be used as follows: a. The organization shall either transcribe accurately the T111 onto such work cards or work sheets, or make precise reference to the particular Maintenance task or tasks contained in such T1. 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. 11 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)).	Y
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 sponsor12 approved forms, work cards and work sheets. Such documents should be completed iaw the sponsor's respective Instructions for Use and processes. 12 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.	Y
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.	Y
4810[07](05)026	[07]	Authorized	GM	4810(5).26 - GM - Common GM	The terms 'work card' and 'work sheet' refer to the document on which a Maintenance task or scheduled sequence of tasks have been pre-populated. Examples include, but are not limited to, a Topic 5 Maintenance schedule, a MOD F707MP and an authorized pre-printed Maintenance work order.	Y
4810[07](05)027	[07]	Authorized	GM	4810(5).27 - GM - Common GM	In the case of a lengthy Maintenance task involving a succession of personnel completing the task, it may be necessary to use supplementary forms, work cards or work sheets to indicate what was accomplished by each individual person.	Y
4810[07](05)028	[07]	Authorized	GM	4810(5).28 - GM - Additional GM - MMOs only	Nil	N

4810[07](05)029	[07]	Authorized	GM	4810(5).29 - GM - Additional GM - AMOs only	The term 'relevant parts of the organization' is used to mean, for example, Air System Base Maintenance, Air System Line Maintenance, engine workshops, mechanical workshops, avionic workshops, etc. Therefore, for example, engine workshops will have a common system throughout such engine workshops, but this may be different to the System used in Air System Base Maintenance.	Y
4810[07](05)030	[07]	Authorized	GM	4810(5).30 - GM - Additional GM - AMOs only	Where an AMO is Contracted to use the same form, work card or work sheet system as an MMO, they will comply with the same Instructions for Use and processes.	Y
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.	Y
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.	Y
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. ◀	Y
4810[07](06)033	[07]	Authorized	GM	4810(6).33 - GM - Availability of Technical Information (MRP 145.A.45(f))	Nil	Y
4810[07](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 the 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.	Y
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.	Y
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.	Y
4810[07](07)036	[07]	Authorized	AMC	4810(7).36 - AMC - Maintaining the Amendment State of Technical Information (MRP 145.A.45(g))	Nil	Y

4811[05]	[05]	Authorized	RA	4811 - RA (Issue 5) - Maintenance Planning (MRP 145.A.47)	In order to successfully complete Air System and Air System component Maintenance, an organization ►will ◀ consider the resources needed to achieve such tasks in order to ensure Air System availability and compliance with MRP Part 145. If a Maintenance organization fails to undertake adequate planning or implement an appropriate system of work, which considers Human Factors, there is an increased Risk of Maintenance error and Risk to Airworthiness. ► This RA ◀ details the requirements for a Maintenance organization to have adequate management systems in place, tailored to meet the complexity of the work required in order to ensure its safe completion.	Y
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 (TI) and facilities in order to ensure the safe completion of the Maintenance work.	Y
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, TI 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.	Y
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.	Y
4811[05](01)003	[05]	Authorized	GM	4811(1).3 - GM - Common GM	Nil	Y
4811[05](01)004	[05]	Authorized	GM	4811(1).4 - GM - Additional GM - Military Maintenance Organizations (MMOs) only	Due to the unpredictable variations in the scheduled work that most MMOs experience, a documented Maintenance Planning System is not mandatory. However, the MMO ►has ◀ to demonstrate that it has established a system of work (shift patterns, internal logistics processes, etc) that is appropriate to the scope of work it intends to conduct.	N
4811[05](01)005	[05]	Authorized	GM	4811(1).5 - GM - Additional GM - Approved Maintenance Organizations (AMOs) only	Depending on the amount and complexity of work generally performed by the Maintenance organization, the planning system may range from a very simple procedure to a complex organizational set-up, including a dedicated planning function in support of the Maintenance function	Y
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.	Y

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.	Y
4811[05](02)007	[05]	Authorized	GM	4811(2).7 - GM - Human Factors Limitations (MRP 145.A.47(b))	Nil	Y
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.	Y
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.	Y
4811[05](03)009	[05]	Authorized	GM	4811(3).9 - GM - Handover of Maintenance Tasks (MRP 145.A.47(c))	Nil	Y
4812[09]	[09]	Authorized	RA	4812 - RA (Issue 9) - Certification of Air System Release and Component Release (MRP 145.A.50)	There is a chain of organizational and individual Responsibility for all Maintenance of military registered Air Systems and components carried out within the Defence Air Environment (DAE). Without a system for recording the Certification and release of all completed Maintenance, Configuration Control could be lost and Risk to Life increased. This RA details the requirement for a Maintenance organization to record the Certification and Release of Air Systems and components from Maintenance. Definitions Relevant to this RA 1. Tradesperson. Suitably Competent and authorized staff¹ responsible for executing Air System Maintenance activities. This role may also be known as Support Staff within Approved Maintenance Organizations (AMOs). 2. Supervisor. Suitably Competent and authorized staff¹ responsible for carrying out supervision of Tradespersons in the execution of their Maintenance activities. This role may also be known as Support Staff with supervisory responsibilities within AMOs. 3. Coordinating / Certifying Staff.² Staff holding Authorization by the Maintenance organization to endorse the appropriate Certification of Air System Release and / or Component Release (Air System coordination / Work Order coordination). 1 Refer to RA 4807 – Certifying Staff and Support Staff (MRP 145.A.35). 2 Refer to RA 4801(1): Certifying Staff.	Y

4812[09](01)	[09]	Authorized	Regulation	4812(1) - Regulation - Certification of Air System Release (MRP 145.A.50(a))	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. 3 Refer to RA 4810 – Technical Information (MRP 145.A.45).	Y
4812[09](02)	[09]	Authorized	Regulation	4812(2) - Regulation - Air System Release for Flight (MRP 145.A.50(b))	The Certification of Air System Release shall be endorsed before flight at the completion of any Maintenance on the Air System.	Y
4812[09](02)004	[09]	Authorized	AMC	4812(1&2).4 - AMC - Certification of Air System Release (MRP 145.A.50(a)) Air System Release for Flight (MRP 145.A.50(b)) Common AMC	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.	Y
4812[09](02)005	[09]	Authorized	AMC	4812(1&2).5 - AMC - Additional AMC - Military Maintenance Organizations (MMOs) only	Certification of Air System Release and Air System Release for Flight should be recorded using MOD Form 700 or electronic Information System (IS) equivalent ⁴ documentation. 4 Refer to RA 1223 – Airworthiness Information Management.	N
4812[09](02)006	[09]	Authorized	AMC	4812(1&2).6 - AMC - Additional AMC - AMOs only	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'.	Y
4812[09](02)007	[09]	Authorized	AMC	4812(1&2).7 - AMC - Additional AMC - AMOs only	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.	Y
4812[09](02)008	[09]	Authorized	AMC	4812(1&2).8 - AMC - Additional AMC - AMOs only	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.	Y

4812[09](02)009	[09]	Authorized	GM	4812(1&2).9 - GM - Certification of Air System Release (MRP 145.A.50(a)) Air System Release for Flight (MRP 145.A.50(b))	The Certification of Air System Release ⁵ is the act of completing the final signature / electronic Authorization confirming the completion of the preceding Maintenance processes and every care is to be taken in ensuring that such Certification is correctly endorsed. For Air Systems using the MOD Form 700 as the technical log, the Certification of Air System Release is the signature on the appropriate MOD Form 707B by an appropriately authorized individual. Where authorized, Air System Release for Flight is the signature on the appropriate MOD Form 705. 5 Refer to RA 4961(1): Aircraft Maintenance Programme.	Y
4812[09](02)010	[09]	Authorized	GM	4812(1&2).10 - GM - Certification of Air System Release (MRP 145.A.50(a)) Air System Release for Flight (MRP 145.A.50(b))	'Endanger Air Safety' means any instances where safe operation could not be assured or which could lead to an unsafe condition. It typically includes, but is not limited to, significant cracking, deformation, corrosion or failure of primary Structure, any evidence of burning, electrical arcing, significant hydraulic fluid or fuel leakage and any emergency System or total System failure. It does not include any Faults for which rectification has been deferred ⁶ by an authorized individual. 6 Refer to RA 4812(5): Deferred and Incomplete Maintenance (MRP 145.A.50(e)).	Y
4812[09](02)011	[09]	Authorized	GM	4812(1&2).11 - GM - Certification of Air System Release (MRP 145.A.50(a)) Air System Release for Flight (MRP 145.A.50(b))	A Type Airworthiness Authority (TAA) ⁷ endorsed electronic system that ensures uniqueness, security and traceability may be used. A Certification stamp is optional. 7 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.	Y
4812[09](02)012	[09]	Authorized	GM	4812(1&2).12 - GM - Certification of Air System Release (MRP 145.A.50(a)) Air System Release for Flight (MRP 145.A.50(b))	In the case of Air Systems being maintained through traditional civilian aviation Systems, the document on which the Certification of Air System Release is endorsed may be named the 'Certificate of Release To Service'.	Y

4812[09](03)	[09]	Authorized	Regulation	4812(3) - Regulation - New Faults (MRP 145.A.50(c))	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.	Y
4812[09](03)013	[09]	Authorized	AMC	4812(3).13 - AMC - New Faults (MRP 145.A.50(c))	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.	Y
4812[09](03)014	[09]	Authorized	AMC	4812(3).14 - AMC - New Faults (MRP 145.A.50(c))	An Air System should be considered Unserviceable and therefore requiring Corrective Maintenance (unless such Maintenance is deferred⁵) whenever: a. A Fault is reported to, or detected by, the Maintenance organization. b. A loose article is suspected or confirmed ► 8 ◄. c. A component / item is cannibalized ► 9 ◄. 8 ► Refer to RA 4253 – Loose Article Recovery. 9 Refer to RA 4812(4): Certification of Component Release and Cannibalization. ◄	Y
4812[09](03)015	[09]	Authorized	GM	4812(3).15 - GM - New Faults (MRP 145.A.50(c))	Nil	Y
4812[09](04)	[09]	Authorized	Regulation	4812(4) - Regulation - Certification of Component Release and Cannibalization (MRP 145.A.50(d))	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)10. 10 Refer to RA 4945(3): Personnel Competence and MRP Part M Authorization.	Y

4812[09](04)016	[09]	Authorized	AMC	4812(4).16 - AMC - Common AMC	A component which has been maintained off the Air System should be endorsed by ►an◄ appropriately authorized11 ►person12◄ on a MOD Form 73113 or equivalent14, for such Maintenance, with one exception as detailed in the Regulatory Statement15 11 Refer to RA 4806(5): Personnel Competences and Authorization (MRP 145.A.30(d)). 12 ►Refer to RA 4806(9): Component Certifying Staff (MRP 145.A.30(i)). 13 Refer to MOD Form 731 - Equipment Conditioning Label. ◄ 14 Refer to RA 4809(1): Component Classification (MRP 145.A.42(a)). 15 Refer to the note to RA 4812(4)a (MRP 145.A.50(d)a).	Y
4812[09](04)017	[09]	Authorized	AMC	4812(4).17 - AMC - Additional AMC - MMOs only	Cannibalization of components from Air Systems and uninstalled Air System equipment should be strictly controlled and documented by appropriately authorized personnel11 .	N
4812[09](04)018	[09]	Authorized	AMC	4812(4).18 - AMC - 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 component16. ◄ 16 ►Refer to RA 4812(6): Component Concessions. ◄	Y

4812[09](04)019	[09]	Authorized	AMC	4812(4).19 - AMC - Additional AMC - AMOs only	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.	Y

4812[09](04)020	[09]	Authorized	AMC	4812(4).20 - AMC - New / Unused Air System components - AMOs only	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.	Y
4812[09](04)021	[09]	Authorized	AMC	4812(4).21 - AMC - New / Unused Air System components - AMOs only	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.	Y

4812[09](04)022	[09]	Authorized	AMC	4812(4).22 - AMC - Components removed as serviceable from an Air System - AMOs only	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 authorized¹¹ 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 TAA 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.	Y
4812[09](04)023	[09]	Authorized	AMC	4812(4).23 - AMC - Components removed as serviceable from an Air System - AMOs only	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.	Y

4812[09](04)024	[09]	Authorized	AMC	4812(4).24 - AMC - Components removed from an Air System withdrawn from service - AMOs only	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	Y
4812[09](04)025	[09]	Authorized	AMC	4812(4).25 - AMC - Components maintained by organizations without MAA approval - AMOs only	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.	Y
4812[09](04)026	[09]	Authorized	AMC	4812(4).26 - AMC - Components maintained by organizations without MAA approval - AMOs only	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.	Y
4812[09](04)027	[09]	Authorized	AMC	4812(4).27 - AMC - Components maintained by organizations without MAA approval - AMOs only	All Subcontracted organizations should be listed within the contracting AMO's Maintenance Organization Exposition.	Y

4812[09](04)028	[09]	Authorized	AMC	4812(4).28 - AMC - Components maintained by organizations without MAA approval - AMOs only	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 MOE17. b. The Competency of the Subcontracted Maintenance organization has been assessed18. c. Procedures are in place to control the use of subcontractors, which should include sample audits19 17 Refer to RA 4816 – Maintenance Organization Exposition (MRP 145.A.70) - Approved Maintenance Organizations only. 18 Refer to RA 1005 – Contracting with Competent Organizations. 19 Refer to RA 4817(1): Privileges of the Organization (MRP 145.A.75(a)), paragraph 5.	Y
4812[09](04)029	[09]	Authorized	AMC	4812(4).29 - AMC - Components removed from an Air System involved in an accident or incident - AMOs only	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 or MAA-approved Design Organization, as appropriate. This work order should be referenced with the Certification of Component Release.	Y
4812[09](04)030	[09]	Authorized	GM	4812(4).30 - GM - Common GM	The MOD Form 731 or equivalent20 are the only documents upon which the Certification of Component Release can be made. They serve as an official certificate for items released from an AMO or MMO to users. The Certification of Component Release is not a delivery or shipping note. 20 Refer to RA 4809 – Acceptance of Components (MRP 145.A.42).	Y
4812[09](04)031	[09]	Authorized	GM	4812(4).31 - GM - Additional GM - MMOs only	Personnel endorsing the Certification of Component Release must comply with the Maintenance policy of the items concerned, as specified in the item's specific TI and any other instructions issued by the appropriate TAA .	N
4812[09](04)032	[09]	Authorized	GM	4812(4).32 - GM - Additional GM - MMOs only	Items will be endorsed with a Certification of Component Release: a. Prior to transfer between Maintenance organizations. b. Prior to movement within the same Maintenance organization from one work location to another, for the purpose of further Maintenance or reinstallation. c. When the item is the subject of Cannibalization and is transferred between a Station, Ship or Unit. d. Prior to return to the supply / logistic organization for whatever reason.	N
4812[09](04)033	[09]	Authorized	GM	4812(4).33 - GM - Additional GM - MMOs only	The person endorsing the Certification of Component Release for an item ►will◄ ensure that the item is correctly prepared for subsequent movement or storage on Unit.	N

4812[09](04)034	[09]	Authorized	GM	4812(4).34 - GM - Additional GM - MMOs only	Removal of components as Serviceable from an Air System for Cannibalization purposes will only be authorized when all of the following circumstances apply: a. The item is required urgently to restore another Air System to serviceability. b. Engineering or supply personnel, as appropriate, have checked all possible sources of uninstalled spares on the Station / Ship / Unit, considered local manufacture ²⁰ , Repair or local purchase. c. A logistics demand of the appropriate priority has been placed and the delivery forecast is such that the item will not be available within the required timescale. d. Where possible, if the component is to be transferred between lifed assemblies, including engines, the residual life on the item fitted is to be at least equal to that of the item being removed.	N
4812[09](04)035	[09]	Authorized	GM	4812(4).35 - GM - Additional GM - AMOs only	The purpose of the Certification of Component Release is to: a. Release assemblies / items / components / parts (referred to throughout this Regulation as 'item(s)') after Maintenance. b. Allow items removed from one Air System or Air System component to be fitted to another Air System or Air System component following Cannibalization.	Y
4812[09](04)036	[09]	Authorized	GM	4812(4).36 - GM - Additional GM - AMOs only	The Certification of Component Release for a component does not remove the need for further Certification ²¹ to be carried out in regard to a component being installed properly on the Air System when such action occurs. ²¹ Refer to RA 4812(1): Certification of Air System Release (MRP 145.A.50(a)) and RA 4812(2): Air System Release for Flight (MRP 145.A.50(b)).	Y
4812[09](04)037	[09]	Authorized	GM	4812(4).37 - GM - Additional GM - AMOs only	In addition to the Certification of Component Release for a component maintained by the organization, an appropriately rated organization under MRP Part 145 may also endorse a Certification of Component Release for an Air System component on the following occasions, as detailed in the AMC to this Regulation: a. A component maintained before the Maintenance Approved Organization Scheme became effective or manufactured before the Design Approved Organization Scheme became effective. b. A component used on an Air System and removed in a serviceable condition (a process known in the DAE as Cannibalization). c. A component removed from an Air System which has been withdrawn from service, or from an Air System which has been involved in abnormal Occurrences such as Accidents, Incidents, heavy landings or lightning strikes. d. Components maintained by an organization not approved under MRP Part 145.	Y

4812[09](04)038	[09]	Authorized	GM	4812(4).38 - GM - Additional GM - AMOs only	The certificate containing the Certification of Component Release may be used as a rotatable tag / label by utilizing the available space for any additional information and despatching the item with 2 copies of the certificate so that one copy may be eventually returned with the item to the Maintenance organization. The alternative solution is to use existing rotatable tags / label and also supply a copy of the certificate.	Y
4812[09](04)039	[09]	Authorized	GM	4812(4).39 - GM - Additional GM - AMOs only	For the purposes of this Regulation, 'appropriately rated' means an organization with an Approval class rating for the Air System, type of component or uninstalled Air System equipment in which it may be installed.	Y
4812[09](05)	[09]	Authorized	Regulation	4812(5) - Regulation - Deferred and Incomplete Maintenance (MRP 145.A.50(e))	By derogation to RA 4812(1)22, 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)10. 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 22 Refer to RA 4812(1): Certification of Air System Release (MRP 145.A.50(a))	Y
4812[09](05)040	[09]	Authorized	AMC	4812(5).40 - AMC - Common AMC	Nil	Y
4812[09](05)041	[09]	Authorized	AMC	4812(5).41 - AMC - Additional AMC - MMOs only	Out-of-limit Faults and damage should be notified to the Mil CAMO23 using processes that are documented in the relevant Continuing Airworthiness Management Exposition (CAME). 23 Refer to RA 4947(1): Military Continuing Airworthiness Management Organization Responsibilities.	N
4812[09](05)042	[09]	Authorized	AMC	4812(5).42 - AMC - Additional AMC - MMOs only	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.	N

4812[09](05)043	[09]	Authorized	AMC	4812(5).43 - AMC - Additional AMC - AMOs only	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 organization²⁴, 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. 24 Refer to RA 1006 – Delegation of Engineering Authorizations.	Y
4812[09](05)044	[09]	Authorized	AMC	4812(5).44 - AMC - Additional AMC - AMOs only	The procedure for complying with this Regulation should: a. Draw attention to the fact that RA 4812(1)22 does not normally permit the endorsement of the Certification of Air System Release in the case of non compliance. 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)²⁵ is kept informed in writing of such possible non-compliance situations. 25 Refer to RA 4806(2): Personnel Responsible to the Accountable Manager (Maintenance) (MRP 145.A.30(b)).	Y
4812[09](05)045	[09]	Authorized	GM	4812(5).45 - GM - Common GM	On occasions when a Maintenance activity cannot comply with relevant TI, or there is insufficient resource, the Maintenance will remain incomplete. However, an operational requirement may necessitate a Maintenance activity being completed prior to resources becoming available or prior to an approved and promulgated TI amendment being issued³ by the TAA. In such cases, the Mil CAM will be consulted for deferment of such Maintenance and / or deviation from the TI.	Y
4812[09](05)046	[09]	Authorized	GM	4812(5).46 - GM - Common GM	Deferring Maintenance and deviating from TI carries Risk. When considering deferment or deviation, the authorized individual will assess the associated Risks and consider all factors that will mitigate the Risk and ensure the Air System is airworthy. The mitigating factors will be adequately documented in the appropriate Maintenance work order.	Y
4812[09](05)047	[09]	Authorized	GM	4812(5).47 - GM - Additional GM - MMOs only	Nil	N
4812[09](05)048	[09]	Authorized	GM	4812(5).48 - GM - Additional GM - AMOs only	Where the Military Authorization system is adopted by an AMO, the Authorization to defer Maintenance ► will ◀ be controlled²⁴.	Y

4812[09](05)049	[09]	Authorized	GM	4812(5).49 - GM - Additional GM - AMOs only	Being unable to establish full compliance with RA 4812(1)22 means that the Maintenance required by the Air System operator could not be completed due either to running out of available Air System Maintenance downtime for the scheduled check or by virtue of the condition of the Air System requiring additional Maintenance downtime.	Y
4812[09](05)050	[09]	Authorized	GM	4812(5).50 - GM - Additional GM - AMOs only	The purpose of this Regulation is to govern the situation when a Mil CAM permits an AMO to endorse a Certification of Air System Release, but further Maintenance is required before the Air System can be declared Serviceable.	Y
4812[09](06)	[09]	Authorized	Regulation	4812(6) - 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 .	Y
4812[09](06)051	[09]	Authorized	AMC	4812(6).51 - AMC - Common AMC	Applications for Concessions should be documented and submitted to the appropriate Delivery Team.	Y
4812[09](06)052	[09]	Authorized	AMC	4812(6).52 - AMC - 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. ◀	Y
4812[09](06)053	[09]	Authorized	AMC	4812(6).53 - AMC - 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.	Y
4812[09](06)054	[09]	Authorized	AMC	4812(6).54 - AMC - Additional AMC - MMOs only	Nil	N
4812[09](06)055	[09]	Authorized	AMC	4812(6).55 - AMC - Additional AMC - AMOs only	The organization should detail within its MOE how it will control Concessions in its procedures ¹⁷ .	Y
4812[09](06)056	[09]	Authorized	GM	4812(6).56 - GM - Common GM	Nil	Y
4812[09](06)057	[09]	Authorized	GM	4812(6).57 - GM - Additional GM - MMOs only	Nil	N

4812[09](06)058	[09]	Authorized	GM	4812(6).58 - GM - Additional GM - AMOs only	Nil	Y
4813[09]	[09]	Authorized	RA	4813 - RA (Issue 9) - Maintenance Records (MRP 145.A.55)	A record of all Maintenance activities carried out on military registered Air Systems and Air System components is required to provide an Audit trail of the work and to enable Quality Assurance, data exploitation and investigations. Without a sufficient level of Maintenance recording, the Continuing Airworthiness of an Air System could be compromised, potentially increasing Risk to Life. This RA establishes the requirement for the minimum level of work recording, record retention and the management of such records.	Y
4813[09](01)	[09]	Authorized	Regulation	4813(1) - Regulation - Recording and Retention of Maintenance Work (MRP 145.A.55(a))	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's1 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).	Y
4813[09](01)001	[09]	Authorized	AMC	4813(1).1 - AMC - 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. ◀	Y

4813[09](01)002	[09]	Authorized	AMC	4813(1).2 - AMC - Common AMC	When electronic means are used to record Maintenance carried out, Electronic Signatures should be considered as equivalent to those made on hardcopy Maintenance documents.	Y
4813[09](01)003	[09]	Authorized	AMC	4813(1).3 - AMC - Common AMC	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.	Y
4813[09](01)004	[09]	Authorized	AMC	4813(1).4 - AMC - Common AMC	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 TI3 references that describe its removal / refit / replace. 3 Refer to RA 4810 – Technical Information (MRP 145.A.45).	N
4813[09](01)005	[09]	Authorized	AMC	4813(1).5 - AMC - Additional AMC - Military Maintenance Organizations (MMO) only	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.	N
4813[09](01)006	[09]	Authorized	AMC	4813(1).6 - AMC - Additional AMC - Military Maintenance Organizations (MMO) only	All Maintenance work carried out on Air Systems and Air System equipment should be recorded and certified by an appropriately authorized person4. 4 Refer to RA 4806(5): Personnel Competences and Authorization (MRP 145.A.30(e)).	N
4813[09](01)007	[09]	Authorized	AMC	4813(1).7 - AMC - Additional AMC - Military Maintenance Organizations (MMO) only	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)5. 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.	N
4813[09](01)008	[09]	Authorized	AMC	4813(1).8 - AMC - Additional AMC - AMOs only	To ensure traceability to installed Air System component documentation and associated TI3, records should contain basic details of all serialized Air System components installed.	Y

4813[09](01)009	[09]	Authorized	AMC	4813(1).9 - AMC - Additional AMC - AMOs only	The Maintenance record should be either a paper or computer system or any combination of both6 : a. Paper systems should use robust material which can withstand normal handling and filing. The record should remain legible throughout the required retention period. 6 Refer to RA 1223 – Airworthiness Information Management.	Y
4813[09](01)010	[09]	Authorized	AMC	4813(1).10 - AMC - Additional AMC - AMOs only	AMOs should describe document retention and transfer procedures, as directed by the relevant TAA, within the MOE.	Y
4813[09](01)011	[09]	Authorized	GM	4813(1).11 - GM - Common GM	Certification of Air System or Air System equipment Maintenance is required to provide a fully auditable record of the work carried out. It will identify uniquely, those responsible for the work in a manner that can be authenticated. When certifying a Maintenance record, a person is implicitly stating that they have completed or supervised the Maintenance task iaw applicable TI3, orders, Instructions for Use, procedures and processes.	Y
4813[09](01)012	[09]	Authorized	GM	4813(1).12 - GM - Common GM	Completed documentation that continues to be relevant in support of Airworthiness investigations will also be retained.	Y
4813[09](01)013	[09]	Authorized	GM	4813(1).13 - GM - Common GM	Properly executed and retained records provide information essential in controlling Corrective and Preventive Maintenance and troubleshooting to eliminate the need for re-inspection and additional work to establish Airworthiness. The prime objective is to have secure and easily retrievable records with comprehensive and legible contents.	Y
4813[09](01)014	[09]	Authorized	GM	4813(1).14 - GM - Additional GM - MMOs only	To maintain Configuration Control, new forms will not be created and used within the MOD Form 700 series unless endorsed by the MAA7 7 Refer to MAA03: MAA Regulatory Processes	N
4813[09](01)015	[09]	Authorized	GM	4813(1).15 - GM - Additional GM - AMOs only	Nil	Y
4813[09](02)	[09]	Authorized	Regulation	4813(2) - Regulation - Copies of Maintenance Records (MRP 145.A.55(b))	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.	Y
4813[09](02)016	[09]	Authorized	AMC	4813(2).16 - AMC - Copies of Maintenance Records (MRP 145.A.55(b))	Nil	Y
4813[09](02)017	[09]	Authorized	GM	4813(2).17 - GM - Copies of Maintenance Records (MRP 145.A.55(b))	Nil	Y

4813[09](03)	[09]	Authorized	Regulation	4813(3) - Regulation - Management of Retained Maintenance Records (MRP 145.A.55(c))	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 a Maintenance organization terminates its operation, all retained Maintenance records shall be transferred to the relevant Mil CAMO.	Y
4813[09](03)018	[09]	Authorized	AMC	4813(3).18 - AMC - Common AMC	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.	Y
4813[09](03)019	[09]	Authorized	AMC	4813(3).19 - AMC - Common AMC	In the event that Maintenance records are lost, corrupted or inaccurate, the Mil CAMO should be consulted ⁸ . ⁸ Refer to RA 4964(2): Continuing Airworthiness Records.	Y
4813[09](03)020	[09]	Authorized	AMC	4813(3).20 - AMC - Additional AMC - MMOs onl	The MOD Form 700 documents should be kept in safe custody, kept free from defacement and kept legible at all times.	N
4813[09](03)021	[09]	Authorized	AMC	4813(3).21 - AMC - Additional AMC - MMOs onl	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.	N
4813[09](03)022	[09]	Authorized	AMC	4813(3).22 - AMC - Additional AMC - AMOs only	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).	Y
4813[09](03)023	[09]	Authorized	AMC	4813(3).23 - AMC - Additional AMC - AMOs only	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	Y
4813[09](03)024	[09]	Authorized	AMC	4813(3).24 - AMC - Additional AMC - AMOs only	Any reconstructed records should be submitted to the Military Continuing Airworthiness Manager (Mil CAM) for acceptance.	Y
4813[09](03)025	[09]	Authorized	GM	4813(3).25 - GM - Common GM	'Associated Technical Information' is specific information such as Repair and Modification instructions. This does not necessarily require the retention of all Technical Publications.	Y
4813[09](03)026	[09]	Authorized	GM	4813(3).26 - GM - Additional GM - MMOs only	Nil	N
4813[09](03)027	[09]	Authorized	GM	4813(3).27 - GM - Additional GM - AMOs only	The term "terminates its operation" in this Regulation is deemed to mean the ending of the contractual relationship with the MOD and thus the cessation of an AMO's Approval.	Y

4813[09](03)028	[09]	Authorized	GM	4813(3).28 - GM - Additional GM - AMOs only	Reconstruction of lost or destroyed records can be done by reference to other records which reflect the time in service, research of records maintained by Repair facilities and reference to records maintained by individual mechanics etc. When these things have been done and the record is still incomplete, the Mil CAM may make a statement in the new record describing the loss and establishing the time in service based on the research and the best estimate of time in service. Note: Additional Maintenance may be required.	Y
4813[09](04)	[09]	Authorized	Regulation	4813(4) - Regulation - Management of Maintenance Documentation on Delivery or Transfer of an Air System	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) to the receiving unit.	Y
4813[09](04)029	[09]	Authorized	AMC	4813(4).29 - AMC - Management of Maintenance Documentation on Delivery or Transfer of an Air System	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.	Y
4813[09](04)030	[09]	Authorized	AMC	4813(4).30 - AMC - Management of Maintenance Documentation on Delivery or Transfer of an Air System	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.	Y
4813[09](04)031	[09]	Authorized	AMC	4813(4).31 - AMC - Management of Maintenance Documentation on Delivery or Transfer of an Air System	Documents sent by post should be sent by Registered Mail or a similar recorded and trackable method.	Y
4813[09](04)032	[09]	Authorized	AMC	4813(4).32 - AMC - Management of Maintenance Documentation on Delivery or Transfer of an Air System	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.	Y
4813[09](04)033	[09]	Authorized	AMC	4813(4).33 - AMC - Management of Maintenance Documentation on Delivery or Transfer of an Air System	Original documents should not be carried in the Aircraft to which they refer. RA 22019 should be read in conjunction with this Regulation. 9 Refer to RA 2201 – Carriage of Maintenance Documents in UK Military Aircraft.	Y
4813[09](04)034	[09]	Authorized	AMC	4813(4).34 - AMC - Management of Maintenance Documentation on Delivery or Transfer of an Air System	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.	Y
4813[09](04)035	[09]	Authorized	AMC	4813(4).35 - AMC - Management of Maintenance Documentation on Delivery or Transfer of an Air System	Closed forms for Air Systems and related Products, Parts and Appliances ► will ◀ be returned to the parent Unit of the Air System on transfer (not in any circumstances on the Aircraft to which they refer) for disposal iaw Service instructions.	Y

4814[05]	[05]	Authorized	RA	4814 - RA (Issue 5) - Occurrence Reporting (MRP 145.A.60)	Accurate and timely Occurrence reporting and effective investigation is fundamental to identifying Air Safety risks and delivering effective mitigation. Unreported Occurrences, or failure to correctly capture and analyse such reporting, could lead to preventable and avoidable accidents, which compromise Air Safety and potentially increase Risk to Life. This RA requires Maintenance organizations to establish and utilize a reporting system for all Air Safety Occurrences, reportable Faults and quality issues.	Y
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.	Y
4814[05](01)001	[05]	Authorized	AMC	4814(1).1 - AMC - Unsafe Condition Reporting (MRP 145.A.60(a))	Nil.	Y
4814[05](01)002	[05]	Authorized	GM	4814(1).2 - GM - Unsafe Condition Reporting (MRP 145.A.60(a))	This Regulation must be read in conjunction with: a. The requirements[1] for MOD Occurrence reporting. b. The requirements[2] for reporting occurrences and compliance monitoring. - c. d. The requirements for Fault reporting and investigation[3]. [1] Refer to RA 1410 – Occurrence Reporting. [2] Refer to RA 1200 - Air Safety Management. [3] Refer to RA 5825 - Fault Reporting and Investigation.	Y
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.	Y
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.	Y
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.	Y
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.	Y
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.	Y

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.	Y
4814[05](02)008	[05]	Authorized	AMC	4814(2).8 - AMC - Additional AMC - Military Maintenance Organizations (MMOs) only	Nil.	N
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.	Y
4814[05](02)010	[05]	Authorized	GM	4814(2).10 - GM - Common GM	The aim of Occurrence reporting is to identify the factors contributing to incidents and to make the system resistant to similar errors. An Occurrence reporting system will therefore enable and encourage free and frank reporting of any (potentially) safety related Occurrence. This will be facilitated by the establishment of a 'Just Culture'.	Y
4814[05](02)011	[05]	Authorized	GM	4814(2).11 - GM - Common GM	MOD Occurrence reporting requirements[1] must be read in conjunction with this Regulation, noting that the requirements[1] do not differentiate between internal and external Occurrence reporting. Adherence to these processes will satisfy the requirements of this Regulation when augmented by a suitable internal closed-loop system to report Occurrences that do not necessarily require a DASOR to be raised. [1] Refer to RA 1410 – Occurrence Reporting.	Y
4814[05](02)012	[05]	Authorized	GM	4814(2).12 - GM - Additional GM - MMOs only	Where implemented by the relevant Operating Duty Holder Flight Safety Organization, MMOs may utilize hardcopy Error Management System Report Forms, to report internal Occurrences where Air Safety was not compromised, but the potential for Air Safety to be compromised in the future was recognized. Further guidance is available on the MAA Website[4]. [4] www.gov.uk/government/collections/reporting-air-safety-concerns .	N
4814[05](02)013	[05]	Authorized	GM	4814(2).13 - GM - Additional GM - AMOs only	Nil.	Y
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.	Y
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.	Y

4814[05](03)015	[05]	Authorized	GM	4814(3).15 - GM - MOD Sponsored Reporting Action (MRP 145.A.60(c))	Further details of Occurrence[1], quality[2] and Fault reporting[4] are published within the applicable MAA Regulatory Publications. [1] Refer to RA 1410 – Occurrence Reporting. [2] Refer to RA 1200 - Air Safety Management. [4] www.gov.uk/government/collections/reporting-air-safety-concerns..	Y
4815[09]	[09]	Authorized	RA	4815 - RA (Issue 9) - Maintenance Procedures and Safety and Quality Policy (MRP 145.A.65)	Maintenance organizations within the Defence Air Environment (DAE) undertake a wide range of complex Maintenance activity on Air Systems and Air System components in the course of their duty or contract. Without a system of Assurance that such Maintenance is being undertaken to a standard directed by procedures and Technical Information (TI), the validity of any release statement ¹ may be undermined. This RA details the requirements for a Maintenance organization to operate with a defined Quality Policy and establish a Quality Management System to deliver Assurance of approved Maintenance procedures. Definitions Relevant to this RA 1. Tradesperson. Suitably Competent and authorized staff ² responsible for executing Air System Maintenance activities. This role may also be known as Support Staff within Approved Maintenance Organizations (AMOs). 2. Supervisor. ² Suitably Competent and authorized staff, responsible for carrying out supervision of Tradespersons in the execution of their Maintenance activities. This role may also be known as Support Staff with supervisory responsibilities within AMOs. 3. Coordinating / Certifying Staff. ³ Staff holding Authorization by the Maintenance organization to endorse the appropriate Certification of Air System Release and / or Component Release (Air System coordination / Work Order coordination). 1 Refer to RA 4812 – Certification of Air System Release and Component Release (MRP 145.A.50). 2 Refer to RA 4807 – Certifying Staff and Support Staff (MRP 145.A.35). 3 Refer to RA 4801(1): Certifying Staff.	Y
4815[09](01)	[09]	Authorized	Regulation	4815(1) - Regulation - Organization Safety and Quality Policy (MRP 145.A.65(a))	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.	Y
4815[09](01)004	[09]	Authorized	AMC	4815(1).4 - AMC - Common AMC	Nil	Y
4815[09](01)005	[09]	Authorized	AMC	4815(1).5 - AMC - Additional AMC - MMOs only	Nil	N

4815[09](01)006	[09]	Authorized	AMC	4815(1).6 - AMC - Additional AMC - AMOs only	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.	Y
4815[09](01)007	[09]	Authorized	GM	4815(1).7 - GM - Common GM	All Defence Aviation organizations are required ⁴ to establish an ASMS in order to achieve the Secretary of State's Safety Policy ⁶ and the ASMS requirements ⁴ must be read in conjunction with this Regulation. ⁶ Refer to DSA01.1 – Defence Policy for Health, Safety and Environmental Protection.	Y
4815[09](01)008	[09]	Authorized	GM	4815(1).8 - GM - Additional GM - MMOs only	Nil	N
4815[09](01)009	[09]	Authorized	GM	4815(1).9 - GM - Additional GM - AMOs only	The Safety and Quality Policy required by this Regulation will be coherent with the organization's ASMS.	Y

4815[09](02)	[09]	Authorized	Regulation	4815(2) - Regulation - Procedures for Good Maintenance Practices (MRP 145.A.65(b))	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 contract⁷ 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)► 8◀ 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	Y
4815[09](02)010	[09]	Authorized	AMC	4815(2).10 - AMC - Common AMC	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	Y
4815[09](02)011	[09]	Authorized	AMC	4815(2).11 - AMC - Common AMC	The Repair categories and definitions at Annex A should be used to categorize a Repair in consultation with the Mil CAM.	Y
4815[09](02)012	[09]	Authorized	AMC	4815(2).12 - AMC - Common AMC	► 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. 9 ► Refer to RA 4806(6): Specialized Services (MRP 145.A.30(f)). ◀	Y
4815[09](02)013	[09]	Authorized	AMC	4815(2).13 - AMC - Common AMC	Organizations should establish aviation engineering orders and / or local procedures that cover the control of any specialized services.	Y
4815[09](02)014	[09]	Authorized	AMC	4815(2).14 - AMC - Common AMC	Surface finish should be conducted in accordance with (iaw) the appropriate Air System or Air System component Technical Information (TI). ◀	Y

4815[09](02)015	[09]	Authorized	AMC	4815(2).15 - AMC - Additional AMC - MMOs only	MMOs should ensure that all established Maintenance procedures and processes pertaining to good Maintenance practices achieve compliance with MRP Part 145.	N
4815[09](02)016	[09]	Authorized	AMC	4815(2).16 - AMC - Additional AMC - MMOs only	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 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.	N
4815[09](02)017	[09]	Authorized	AMC	4815(2).17 - AMC - Additional AMC - MMOs only	An Independent Inspection should be sufficient to verify correct assembly and functionality covering the level of disturbance to the System.	N
4815[09](02)018	[09]	Authorized	AMC	4815(2).18 - AMC - Additional AMC - MMOs only	An Independent Inspection should be conducted by an individual suitably Competent and authorized ¹⁰ who has had no involvement with the original Maintenance task requiring the Independent Inspection. ¹⁰ Refer to RA 4806 – Personnel Requirements (MRP 145.A.30) and RA 4807 – Certifying Staff and Support Staff (MRP 145.A.35).	N
4815[09](02)019	[09]	Authorized	AMC	4815(2).19 - AMC - Additional AMC - MMOs only	An organization performing Maintenance work should remove, change, or replace identification information only iaw approved procedures.	N
4815[09](02)020	[09]	Authorized	AMC	4815(2).20 - AMC - Additional AMC - MMOs only	Any removed identification plate should be re-installed only on the assembly from which it was removed.	N
4815[09](02)021	[09]	Authorized	AMC	4815(2).21 - AMC - Additional AMC - AMOs only	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.	Y
4815[09](02)022	[09]	Authorized	AMC	4815(2).22 - AMC - Additional AMC - AMOs only	All procedures, and changes to those procedures, should be verified and validated before use where practical.	Y
4815[09](02)023	[09]	Authorized	AMC	4815(2).23 - AMC - Additional AMC - AMOs only	All Maintenance procedures governing technical activity should be designed and presented iaw good Human Factors principles.	Y

4815[09](02)024	[09]	Authorized	AMC	4815(2).24 - AMC - Additional AMC - AMOs only	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' ¹¹ . c. TAA and / or Mil CAM requirements to capture errors, if applicable. ¹¹ Refer to RA 4814 – Occurrence Reporting (MRP 145.A.60).	Y
4815[09](02)025	[09]	Authorized	AMC	4815(2).25 - AMC - Additional AMC - AMOs only	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.	Y
4815[09](02)026	[09]	Authorized	AMC	4815(2).26 - AMC - Additional AMC - AMOs only	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.	Y
4815[09](02)027	[09]	Authorized	GM	4815(2).27 - GM - Common GM	For the purpose of RA 4815(2)(b) (MRP 145.A.65(b)(b)), 'to self-supervise a Maintenance task' means to both carry out and inspect / supervise that Maintenance task.	Y
4815[09](02)028	[09]	Authorized	GM	4815(2).28 - GM - ► Specialized Services◄	Specialized services ► are any specialized Maintenance activity, ◄ such as, but not limited to, Non-Destructive Testing (NDT), ► surface finish and welding. Specialized services require particular skills and / or qualification, outside of that normally taught as part of Air System Maintenance training such as Civil Aviation Authority (CAA) Part-66 or military Aerospace engineering trade training.	Y
4815[09](02)029	[09]	Authorized	GM	4815(2).29 - GM - Surface Finish	Surface finish includes the removal and application of paint and polishing. Tasks to prepare for surface finish activities and subsequent checks and tests afterwards, are Maintenance tasks and not surface finish activities.	Y
4815[09](02)030	[09]	Authorized	GM	4815(2).30 - GM - Surface Finish	The MAA does not currently have an Approval scheme for surface finish.	Y

4815[09](02)031	[09]	Authorized	GM	4815(2).31 - GM - Surface Finish	The TAA or Commodity Chief Engineer must provide the Maintenance policy¹² for surface finish activities which details all tasks, application specifications, tooling and equipment and procedures. They must ensure that the surface finish task(s) are carried out in an appropriate facility / environment¹³ which meets the requirements of the specific Air System or Air System component. 12 ► Refer to RA 5407 – Support Policy Statement. 13 Refer to RA 4805 – Facility Requirements (MRP 145.A.25)	N
4815[09](02)032	[09]	Authorized	GM	4815(2).32 - GM - Surface Finish	Inadequate care and control during surface finish activities can cause damage and affect the Structural Integrity or operation of the Air System or Air System component. Care will be exercised to prevent: a. Reduction in fastener head size by uncontrolled use of power tools and abrasive media. b. Surface scratching by use of paint scrapers. c. Use of incorrect tools and equipment to remove paint and aerodynamic sealant from lap and butt joints. d. Degrading of composite or plastic surfaces by abuse of particle blasting techniques. e. Aluminium surface contamination by steel wool particles. f. Use of incorrect chemical paint strippers. g. Damage to transparencies, composites and sealants by solvent and paint removers, due to inadequate protection and / or the retention of these products in crevices. h. Inadvertent deletion of placards and markings, failure to renew them, or failure to comply with the required specification for, eg Registration Marks, mandatory door markings and break in zone identification. i. Blockage of vents, drains and other openings by debris, masking tape and residues of paint remover, paint or particle blast material; the possible ingress of water into fuel tanks through vent apertures or past filler cap seals when using high pressure hoses for washing down. j. Loss of correct mass balance moments on flight control surfaces.	Y
4815[09](02)033	[09]	Authorized	GM	4815(2).33 - GM - Surface Finish	Following any surface finish activities, the AM(M) will ensure a Maintenance inspection of affected areas is carried out for any damage as detailed above, taking appropriate recording and remedial actions as necessary.	Y
4815[09](02)034	[09]	Authorized	GM	4815(2).34 - GM - Surface Finish	Significant surface finish activity can have an appreciable effect on an Aircraft's mass and balance. In such circumstance the requirement for the Aircraft to be measured for weight and Centre of Gravity needs to be considered iaw the applicable ADS.	Y

4815[09](02)035	[09]	Authorized	GM	4815(2).35 - GM - Surface Finish	Maintenance organizations may carry out surface finish at forward establishments¹⁴. This is limited to minor removal of paint by hand abrasion or chemicals and touching up of damaged paint finish, for areas up to 0.1m² where the Repairs do not overlap. The Repair will be sufficient to prevent corrosion until the next appropriate surface finish Maintenance. 14 MMOs are to refer to Manual of Airworthiness Maintenance – Processes (MAM-P) – Chapter 5.2 – Surface Finish of Defence Air Environment Equipment. ◀	Y
4815[09](02)036	[09]	Authorized	GM	4815(2).36 - GM - Independent Inspections ◀	The integrity of Air System control systems is vital to Air Safety. The AM(M), the ADH CAE and the Mil CAM may mandate the requirement for an Independent Inspection on any System. Additionally, a Tradesperson or Supervisor may require an Independent Inspection of a System if they consider it justified by the nature or circumstances of the Maintenance work being undertaken.	Y
4815[09](02)037	[09]	Authorized	GM	4815(2).37 - GM - Independent Inspections ◀	For the purpose of this Regulation, ‘Air System control system’ means any System, whether electrical, mechanical or optical, operated by user input or automation, by which an Aircraft’s speed, direction, flight attitude or propulsive force are changed in the air or on the ground or by which the undercarriage is retracted or lowered. The term includes power operated and assisted controls, including the immediate connections between those controls and their power Systems, and may further extend to the Systems that provide power to such controls. Automatic Systems that can be instantly overridden by the pilot are not considered to be Air System control Systems within the meaning of this Regulation, unless their failure, either in the air or on the ground, would place life or the Air System at Risk. Any elements of a System, including attachment points to the Aircraft structure, linking the appropriate pilot’s control to any of the following, ▶ will ◀ be considered as Air System control Systems. Although the list is not exhaustive, examples of Air System control systems are: a. Primary flying controls and reaction control Systems. b. Tabs, flaps, slats and airbrakes. c. Wing sweep control actuators. d. Primary power unit control mechanisms, including those for throttles, variable intakes, reverse thrust, high-pressure fuel cocks, propeller constant speed units and rotating nozzles. e. Helicopter rotor blade transmission and tail rotor transmission and pitch change mechanisms, including automatic blade fold systems. Note: The functioning of a blade folding and / or spreading System may not necessarily constitute ‘disturbance’ of that particular system or of the associated flying control / transmission systems. f. Undercarriage retraction and lowering and undercarriage steering mechanisms. g. Aircraft wheel brakes. h. Automatic flight control Systems.	Y

4815[09](02)038	[09]	Authorized	GM	4815(2).38 - GM - Independent Inspections ◀	A list of those Systems subject to Independent Inspections for a particular Air System will be detailed in the relevant TI.	Y
4815[09](02)039	[09]	Authorized	GM	4815(2).39 - GM - Independent Inspections ◀	One purpose of RA 4815(2)(b) (MRP 145.A.65(b)) is to minimize the possibility of an error being repeated whereby the identical Air System components are not reassembled correctly thereby compromising more than one system. An example is the remote possibility of failure to reinstall engine gearbox access covers or oil filler caps on all engines of a multi-engine Aircraft resulting in major oil loss from all engines	Y
4815[09](02)040	[09]	Authorized	GM	4815(2).40 - GM - Independent Inspections ◀	A 'sign-off' is a statement or signature by the Competent Person performing or supervising the work, that the task or group of tasks has been correctly performed. A sign-off relates to one step in the Maintenance process and is therefore different from the Certification of Air System Release. 'Authorized personnel' means personnel formally authorized by the Maintenance organization approved under MRP Part 145 to sign-off tasks. Authorized personnel are not necessarily staff with certification authorization ¹⁵ . ¹⁵ Refer to RA 4807(7): Issue of Certification Authorization (MRP 145.A.35(g)).	Y
4815[09](02)041	[09]	Authorized	GM	4815(2).41 - GM - Independent Inspections ◀	When approved by the Commands, Expedient Repair (ER) may be used ¹⁶ . ¹⁶ ER may include the application of Aircraft Battle Damage Repair Techniques. Refer to AP101A-1500-0 – Joint Service Aircraft Battle Damage Repair Manual.	Y
4815[09](02)042	[09]	Authorized	GM	4815(2).42 - GM - Additional GM - MMOs only	Nil	N
4815[09](02)043	[09]	Authorized	GM	4815(2).43 - GM - Additional GM - AMOs only	Nil	Y

4815[09](03)	[09]	Authorized	Regulation	4815(3) - Regulation - Quality Management System (MRP 145.A.65(c))	The organization¹⁷, ► 18 ◀ 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's²⁰ 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 System component 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 Subcontracted²⁰ 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)). 17 Contracted organizations shall refer to any further Quality Management System requirements detailed within RA 1005 –Contracting with Competent Organizations. 18 ► Refer to RA 4806(3): Quality Manager (MRP 145.A.30(c)). ◀ 19 The principles of ISO 9001 are recommended best practice for assessing the requirements for process development, Assurance and Continuous Improvement.	Y
4815[09](03)044	[09]	Authorized	AMC	4815(3).44 - AMC - Common AMC	► 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.	Y
4815[09](03)045	[09]	Authorized	AMC	4815(3).45 - AMC - Common AMC	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.	Y
4815[09](03)046	[09]	Authorized	AMC	4815(3).46 - AMC - Common AMC	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.	Y

4815[09](03)047	[09]	Authorized	AMC	4815(3).47 - AMC - Common AMC	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.	Y
4815[09](03)048	[09]	Authorized	AMC	4815(3).48 - AMC - Common AMC	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.	Y
4815[09](03)049	[09]	Authorized	AMC	4815(3).49 - AMC - Common AMC	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. ◀	Y
4815[09](03)050	[09]	Authorized	AMC	4815(3).50 - AMC - Additional AMC - MMOs only	Nil	N
4815[09](03)051	[09]	Authorized	AMC	4815(3).51 - AMC - Additional AMC - AMOs only	>Removed<	Y
4815[09](03)052	[09]	Authorized	AMC	4815(3).52 - AMC - Additional AMC - AMOs only	>Removed<	Y
4815[09](03)053	[09]	Authorized	AMC	4815(3).53 - AMC - Additional AMC - AMOs only	>Removed<	Y
4815[09](03)054	[09]	Authorized	AMC	4815(3).54 - AMC - Additional AMC - AMOs only	>Removed<	Y
4815[09](03)055	[09]	Authorized	AMC	4815(3).55 - AMC - Additional AMC - AMOs only	>Removed<	Y
4815[09](03)056	[09]	Authorized	AMC	4815(3).56 - AMC - Additional AMC - AMOs only	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.	Y
4815[09](03)057	[09]	Authorized	AMC	4815(3).57 - AMC - Additional AMC - AMOs only	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. 22 Refer to RA 4817 – Privileges of the Organization (MRP 145.A.75).	Y
4815[09](03)058	[09]	Authorized	AMC	4815(3).58 - AMC - Additional AMC - AMOs only	>Removed<	Y
4815[09](03)059	[09]	Authorized	AMC	4815(3).59 - AMC - Additional AMC - AMOs only	The Quality feedback system should not be Contracted to outside persons.	Y

4815[09](03)060	[09]	Authorized	AMC	4815(3).60 - AMC - Additional AMC - AMOs only	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.	Y
4815[09](03)061	[09]	Authorized	AMC	4815(3).61 - AMC - Additional AMC - AMOs only	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.	Y
4815[09](03)062	[09]	Authorized	AMC	4815(3).62 - AMC - Additional AMC - AMOs only	>Removed<	Y
4815[09](03)063	[09]	Authorized	GM	4815(3).63 - GM - Common GM	► The primary objective of the Quality Management System is to enable the organization to ensure that it can deliver a safe product and that the organization remains in compliance with applicable Regulation and policy. Essential elements of the Quality Management System are the independent Quality Audit and the Quality feedback system. ◀	Y
4815[09](03)064	[09]	Authorized	GM	4815(3).64 - GM - Additional GM - MMOs only	► Self-Audits, Internal Quality Audits (IQA) and External Quality Audits (EQA) each constitute independent Quality Audits within the scope of this Regulation. ◀	Y
4815[09](03)065	[09]	Authorized	GM	4815(3).65 - GM - Additional GM - MMOs only	This Regulation requires an MMO to have its own Quality Management System ¹⁹ that incorporates a schedule of independent ► Quality ◀ Audits with a formal reporting mechanism to management. The 'Self Audit' and reporting processes ¹⁹ satisfies this requirement, with independence being achieved by using staff independent of the process being ► Self ◀ Audited.	N
4815[09](03)066	[09]	Authorized	GM	4815(3).66 - GM - Additional GM - AMOs only	Nil	Y
4815[09](03)067	[09]	Authorized	GM	4815(3).67 - GM - The ► Quality ◀ Audit ► ◀ ► Common GM	The independent ► Quality ◀ Audit is an objective process of routine sample checks, of all aspects of the organization's ability to carry out all Maintenance, to the required standards and includes some product sampling, as this is the end result of the Maintenance process. It represents an objective overview of the complete Maintenance related activities. ► It ◀ is intended to complement, ► but in no way replace, ◀ the requirement ²³ for Coordinating / Certifying Staff to be satisfied that all required Maintenance has been properly carried out, before endorsement of the Certification of Air System Release. ²³ Refer to RA 4812(1): Certification of Air System Release (MRP 145.A.50(a)).	Y
4815[09](03)068	[09]	Authorized	GM	4815(3).68 - GM - The ► Quality ◀ Audit ► ◀ ► Common GM	Procedures and product ► independent Quality ◀ Audits may be combined by selecting a specific product example. ► This may be ◀ an Air System, engine or instrument, and sample checking all the procedures and requirements associated with the specific product example. ► This ◀ ensures that the end result is an airworthy product.	Y

4815[09](03)069	[09]	Authorized	GM	4815(3).69 - GM - The ► Quality ◀ Audit ► ◀ ► Common GM	>Removed<	Y
4815[09](03)070	[09]	Authorized	GM	4815(3).70 - GM - The ► Quality ◀ Audit ► ◀ ► Common GM	The sample check of a product means to witness any relevant testing and visually inspect the product and associated documentation. It is not intended for the sample check to involve repeat disassembly or testing, unless the sample check identifies findings requiring such action.	Y
4815[09](03)071	[09]	Authorized	GM	4815(3).71 - GM - ► Additional GM - MMOs only	Nil	N
4815[09](03)072	[09]	Authorized	GM	4815(3).72 - GM - Additional GM - AMOs only	For the purpose of the independent Quality Audit, a product line includes any product under an Approval class rating ²⁴ , as specified in the Approval schedule issued to the particular organization. It therefore follows, that a Maintenance organization approved under MRP Part 145 with a capability to maintain Air Systems and Repair engines, brakes and autopilots would need to carry out 4 complete independent Quality Audit sample checks each year. This is unless a different interval of Quality Audits has been stipulated by the MAA. ◀ 24 Refer to RA 4804 – Terms of Approval (MRP 145.A.20) – Approved Maintenance Organizations Only.	Y
4815[09](03)073	[09]	Authorized	GM	4815(3).73 - GM - Additional GM - AMOs only	In order to ensure the independence of the auditor(s), it follows that: a. A large Maintenance organization approved under MRP Part 145, being an organization with more than about 500 Maintenance staff, will most likely have a dedicated Quality Audit group. ► Their ◀ sole function ► would be ◀ to conduct ► Quality ◀ Audits, raise finding reports and follow up to check that findings are being rectified. b. A medium-sized Maintenance organization approved under MRP Part 145, being an organization with less than about 500 Maintenance staff, may use Competent personnel from one section / department ► to Quality Audit another ◀ section / department. ► This is on the proviso that the Auditing personnel are not responsible for the production function, procedure or product under Audit and ◀ the overall planning and implementation ► is ◀ under the control of the Quality manager. c. Small organizations with a maximum of 10 Maintenance staff actively engaged in carrying out Maintenance, may contract the independent ► Quality ◀ Audit element of the Quality Management System, to another organization approved under MRP Part 145, or a suitably qualified and Competent Person.	Y
4815[09](03)074	[09]	Authorized	GM	4815(3).74 - GM - Additional GM - AMOs only	The table at Annex B provides guidance on one acceptable working outline ► Quality ◀ Audit plan, to meet part of the needs of this Regulation. There are ► many ◀ other acceptable working Audit plans ► which will comply with this Regulation. ◀	Y

4815[09](03)075	[09]	Authorized	GM	4815(3).75 - GM - The Quality feedback system ► ◀ ► Common GM ◀	The principal function of the Quality feedback system is to ensure that all findings resulting from the independent Quality Audits of the organization are properly investigated and corrected in a timely manner and to enable the AM(M) to be kept informed of any Safety issues and the extent of compliance with MRP Part 145	Y
4815[09](03)076	[09]	Authorized	GM	4815(3).76 - GM - The Quality feedback system ► ◀ ► Common GM ◀	A key part of this feedback system is sending the independent Quality Audit reports to the relevant department(s) for rectification action giving target rectification dates. Rectification dates may be discussed with such department(s) before the Quality department or nominated Quality auditor confirms such dates in the report.	Y
4816[10]	[10]	Authorized	RA	4816 - RA (Issue 10) - Maintenance Organization Exposition (MRP 145.A.70) - Approved Maintenance Organizations only	In order to ensure compliance with the RA 4800-4849 (MRP Part 145) series of Regulations and that employed personnel adhere to correct Maintenance practices, a Maintenance organization will consider creating their own set of procedures. Failure to fully define how an organization will meet the requirements of the RA 4800-4849 (MRP Part 145) series of Regulations could lead to incorrect Maintenance practices or Maintenance Occurrences, potentially compromising Air Safety. This RA details the requirements for contractor-run Maintenance organizations to submit a Maintenance Organization Exposition (MOE) to the MAA with a minimum level of detail that defines the scope of work and the procedures they will adhere to in order to comply with RA 4800-4849 (MRP Part 145) series of Regulations. Definitions Relevant to this RA 1. Tradesperson. Suitably Competent and authorized staff1 responsible for executing Air System Maintenance activities. This role may also be known as Support Staff within Approved Maintenance Organizations (AMOs). 2. Supervisor. Suitably Competent and Authorized staff1 responsible for carrying out supervision of Tradespersons in the execution of their Maintenance activities. This role may also be known as Support Staff with supervisory responsibilities within AMOs. 3. Coordinating / Certifying Staff.2 Staff holding authorization by the Maintenance organization to endorse the appropriate Certification of Air System Release and / or Component Release. This role may also be known as the Air System and / or Work Order Coordinator within military parlance. 1 Refer to RA 4807 – Certifying Staff and Support Staff (MRP 145.A.35). 2 Refer to RA 4801(1): Certifying Staff.	Y

4816[10](01)	[10]	Authorized	Regulation	4816(1) - Regulation - Content of a Maintenance Organization Exposition (MRP 145.A.70(a))	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).	Y

4816[10](01) Cont	[10]	Authorized	Regulation	4816(1 (Cont)) - Regulation - Content of a Maintenance Organization Exposition (MRP 145.A.70(a))	m. A list of operators, to which the organization provides an Air System Maintenance service. n. A list of Subcontracted7 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 Contracted9 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 the contracting AMO's Maintenance Organization Exposition. 8 Refer to RA 4817 – Privileges of the Organization (MRP 145.A.75).	Y
4816[10](01)004	[10]	Authorized	AMC	4816(1).4 - AMC - Content of a Maintenance Organization Exposition (MRP 145.A.70(a))	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.	Y
4816[10](01)005	[10]	Authorized	AMC	4816(1).5 - AMC - Content of a Maintenance Organization Exposition (MRP 145.A.70(a))	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.	Y

4816[10](01)006	[10]	Authorized	AMC	4816(1).6 - AMC - Content of a Maintenance Organization Exposition (MRP 145.A.70(a))	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.	Y
4816[10](01)007	[10]	Authorized	AMC	4816(1).7 - AMC - Content of a Maintenance Organization Exposition (MRP 145.A.70(a))	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 MAA10. 10 Preferably MS Word or PDF. Contact DSA-MAA-OA-ACC@mod.gov.uk for further information.	Y
4816[10](01)008	[10]	Authorized	AMC	4816(1).8 - AMC - Content of a Maintenance Organization Exposition (MRP 145.A.70(a))	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.	Y
4816[10](01)009	[10]	Authorized	GM	4816(1).9 - GM - Content of a Maintenance Organization Exposition (MRP 145.A.70(a))	The MOE is the document or documents that contain the material specifying the scope of work deemed to constitute Approval and showing how the organization intends to comply with RA 4800-4849 series (MRP Part 145). In producing the MOE the organization will be aware of the meaning of Rationale, Regulation, Acceptable Means of Compliance (AMC) and Guidance Material (GM) as defined within MAA0111, and understand the exceptions process described in MAA0312. 11 Refer to MAA01: MAA Regulatory Principles. 12 Refer to MAA03: MAA Regulatory Processes.	Y
4816[10](01)010	[10]	Authorized	GM	4816(1).10 - GM - Content of a Maintenance Organization Exposition (MRP 145.A.70(a))	RA 4816(1)(a) to (k) (MRP 145.A.70(a)(a) to (k)), constitutes the 'management' part of the MOE and therefore may be produced as one document and made available to the person(s) specified under RA 4806(2) (MRP 145.A.30(b)), in order for them to be familiar with its contents.	Y
4816[10](01)011	[10]	Authorized	GM	4816(1).11 - GM - Content of a Maintenance Organization Exposition (MRP 145.A.70(a))	RA 4816(1)(f) (MRP 145.A.70 (a)(f)), list of Coordinating / Certifying Staff, Tradespersons and Supervisors, may be produced as a separate document	Y
4816[10](01)012	[10]	Authorized	GM	4816(1).12 - GM - Content of a Maintenance Organization Exposition (MRP 145.A.70(a))	RA 4816(1)(l) (MRP 145.A.70 (a)(l)), constitutes the working procedures of the organization and therefore may be produced as any number of separate procedures manuals provided they are cross-referenced from the management MOE	Y

4816[10](01)013	[10]	Authorized	GM	4816(1).13 - GM - Content of a Maintenance Organization Exposition (MRP 145.A.70(a))	Personnel are expected to be familiar with those parts of the manuals that are relevant to the Maintenance work they carry out.	Y
4816[10](01)014	[10]	Authorized	GM	4816(1).14 - GM - Content of a Maintenance Organization Exposition (MRP 145.A.70(a))	The AM(M)'s Exposition statement as specified under RA 4816(1)(a) (MRP 145.A.70 (a)(a)), will embrace the intent of the following clause; this statement may be used without amendment. Any Modification to the statement will not alter the intent: This Exposition and any associated referenced manuals defines the organization and procedures upon which the MAA RA 4800-4849 (MRP Part 145) Approval is based as required by RA 4816 (MRP 145.A.70).These procedures are approved by the undersigned and should be complied with, as applicable, when work / orders are being progressed under the terms of the RA 4800-4849 (MRP Part 145) Approval. It is accepted that these procedures do not override the necessity of complying with any new or amended Regulation published by the MAA from time to time where these new or amended Regulations are in conflict with these procedures.It is understood that the MAA will approve this organization whilst the MAA is satisfied that the procedures are being followed and work standards maintained. It is further understood that the MAA reserves the right to suspend, limit or revoke the Approval of the organization if the MAA has evidence that procedures are not followed or standards not upheld. Signed . Dated Accountable Manager (Maintenance) and . . [quote position] For and on behalf of [quote organization's name]	Y
4816[10](01)015	[10]	Authorized	GM	4816(1).15 - GM - Content of a Maintenance Organization Exposition (MRP 145.A.70(a))	Whenever the AM(M) changes it is important to ensure that the new AM(M) signs the statement detailed at Paragraph 14 (or alternative) at the earliest opportunity. Failure to carry out this action could invalidate the RA 4800-4849 series (MRP Part 145) Approval.	Y
4816[10](01)016	[10]	Authorized	GM	4816(1).16 - GM - Content of a Maintenance Organization Exposition (MRP 145.A.70(a))	The compliance matrix detailed at Annex A paragraph 3.15 is an essential part of the MOE that will be presented in the format contained within Annex B to this Regulation.	Y
4816[10](02)	[10]	Authorized	Regulation	4816(2) - Regulation - Amendment of a Maintenance Organization Exposition (MRP 145.A.70(b))	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)).	Y
4816[10](02)017	[10]	Authorized	AMC	4816(2).17 - AMC - Amendment of a Maintenance Organization Exposition (MRP 145.A.70(b))	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.	Y

4816[10](02)018	[10]	Authorized	AMC	4816(2).18 - AMC - Amendment of a Maintenance Organization Exposition (MRP 145.A.70(b))	The QM should submit an MAA MAOS Form 213 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	Y
4816[10](02)019	[10]	Authorized	GM	4816(2).19 - GM - Amendment of a Maintenance Organization Exposition (MRP 145.A.70(b))	Nil	Y
4816[10](03)	[10]	Authorized	Regulation	4816(3) - Regulation - Minor Amendment of a Maintenance Organization Exposition (MRP 145.A.70(c))	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.	Y
4816[10](03)020	[10]	Authorized	AMC	4816(3).20 - AMC - Minor Amendment of a Maintenance Organization Exposition (MRP 145.A.70(c))	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.	Y
4816[10](03)021	[10]	Authorized	GM	4816(3).21 - GM - Minor Amendment of a Maintenance Organization Exposition (MRP 145.A.70(c))	The Approval of amendments to the MOE through an Exposition procedure is known as 'Indirect Approval'	Y
4816[10](04)	[10]	Authorized	Regulation	4816(4) - Regulation - Exemption to Content of a Maintenance Organization Exposition due to Civil Aviation Authority Part 145 Approval (MRP 145.A.70(d))	A Maintenance organization with extant Civil Aviation Authority (CAA) Part 145 Approval, which wishes to be granted an exemption to specific MOE content, shall cross reference the appropriate sections of their CAA Exposition document in their MOE.	Y
4816[10](04)022	[10]	Authorized	AMC	4816(4).22 - AMC - Exemption to Content of a Maintenance Organization Exposition due to Civil Aviation Authority Part 145 Approval (MRP 145.A.70(d))	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.	Y
4816[10](04)023	[10]	Authorized	AMC	4816(4).23 - AMC - Exemption to Content of a Maintenance Organization Exposition due to Civil Aviation Authority Part 145 Approval (MRP 145.A.70(d))	All military-specific content should be addressed in the MOE, as required by RA 4816(1) (MRP 145.A.70(a)).	Y
4816[10](04)024	[10]	Authorized	GM	4816(4).24 - GM - Exemption to Content of a Maintenance Organization Exposition due to Civil Aviation Authority Part 145 Approval (MRP 145.A.70(d))	Where a Maintenance organization has an extant CAA Part 145 Approval, those parts of the organization's CAA Part 145 Exposition that are equally applicable to satisfy the RA 4800-4849 series (MRP Part 145) requirements will generally be accepted by the MAA as equivalent in respect of the RA 4800-4849 series (MRP Part 145) Exposition.	Y

4816[10](04)025	[10]	Authorized	GM	4816(4).25 - GM - Exemption to Content of a Maintenance Organization Exposition due to Civil Aviation Authority Part 145 Approval (MRP 145.A.70(d))	RA 4816(4) (MRP 145.A.70(d)) does not apply to those cases where the MAA has agreed for an organization to apply for an MRP Part 145 Approval in accordance with the MRP Part 145 Supplement - Requirements Document14. 14 Refer to RA 4800 – General Requirements (MRP Part 145)	Y
4816[10](05)	[10]	Authorized	Regulation	4816(5) - Regulation - Distribution of Approved Maintenance Organization Exposition	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 ►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.	Y
4816[10](05)026	[10]	Authorized	AMC	4816(5).26 - AMC - Distribution of Approved Maintenance Organization Exposition	Following Approval of the MOE the AMO should distribute an up to date copy of the MOE to the TAA►◀ and Mil CAM within 10 working days.	Y
4816[10](05)027	[10]	Authorized	GM	4816(5).27 - GM - Distribution of Approved Maintenance Organization Exposition	Distribution of the MOE ensures the TAA►◀ and Mil CAM are aware of the scope of an AMO's Approval and the procedures to which they will adhere to in order to meet the requirements set by the RA 4800-4849 (MRP Part 145) series of Regulations.	Y
4816[10](05)028	[10]	Authorized	GM	4816(5).28 - GM - Distribution of Approved Maintenance Organization Exposition	Where there are Commercial In Confidence considerations the AMO may provide a redacted copy to protect its commercial interests.	Y
4817[05]	[05]	Authorized	RA Rationale	Privileges of the Organization (MRP 145.A.75)	To ensure conformity to applicable Regulatory Articles (RAs) and adherence to correct Maintenance practices, Military Maintenance Organizations (MMOs) work according to established orders and Approved Maintenance Organizations (AMOs) carry out their scope of work according to their Maintenance Organization Exposition (MOE). Failure to follow these procedures may increase the Risk to Air Safety and associated Risk to Life. This RA sets out the privileged tasks that may be carried out by an MMO, and those that may be carried out by a contractor-run Maintenance Organization subject to initial MAA RA 4800-4849 series (MRP Part 145) approval.	Y

4817[05](00)001	[05]	Authorized	Definitions	Definitions Relevant to this RA	1. ► Coordinating / Certifying Staff. [1] Staff holding authorization by the Maintenance Organization to endorse the appropriate Certification of Air System Release and / or Component Release. This role may also be known as the Air System and / or Work Order Coordinator within military parlance. ◀ [1] ► Refer to RA 4801(1): Certifying Staff. ◀	Y
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).	Y
4817[05](01)002	[05]	Authorized	AMC	Privileges of the Organization (MRP 145.A.75(a)) - Common AMC	2. Nil.	Y
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.	N

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.	Y
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.	Y
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. ◀	Y

4817[05](01)007	[05]	Authorized	GM	Privileges of the Organization (MRP 145.A.75(a)) - Common GM	7. Nil.	Y
4817[05](01)008	[05]	Authorized	GM	Privileges of the Organization (MRP 145.A.75(a)) - Additional GM - MMOs only	8. MMOs may conduct relevant Air System and / or Air System component Maintenance at any location determined appropriate by the relevant FLC, subject to the facilities meeting the applicable requirements [5]. [5] Refer to RA 4805 – Facility Requirements (MRP 145.A.25).	N
4817[05](01)009	[05]	Authorized	GM	Privileges of the Organization (MRP 145.A.75(a)) - Additional GM - AMOs only	9. With reference to RA 4817(1)(b) – Privileges of the Organization (MRP 145.A.75(a)(b)), ‘working under the Quality System of the AMO’ refers to the case of one organization, not itself, appropriately approved under RA 4800-4849 series (MRP Part 145) that carries out one (or more) of the following services for an AMO: a. Air System Line Maintenance. b. Minor engine Maintenance. c. Maintenance of other Air System components. d. A specialized service as a subcontractor.	Y
4817[05](01)010	[05]	Authorized	GM	Privileges of the Organization (MRP 145.A.75(a)) - Additional GM - AMOs only	10. Any AMO that carries out Maintenance for another AMO within its own approval scope is not considered to be subcontracting for the purpose of this Regulation.	Y
4817[05](01)011	[05]	Authorized	GM	Privileges of the Organization (MRP 145.A.75(a)) - Additional GM - AMOs only	11. Maintenance of engines or engine modules other than a complete workshop Maintenance check or overhaul is intended to mean any Maintenance that can be carried out without disassembly of the core engine or, in the case of modular engines, without disassembly of any core module.	Y
4817[05](01)012	[05]	Authorized	GM	Privileges of the Organization (MRP 145.A.75(a)) - Additional GM - AMOs only	12. The fundamental reasons for allowing an AMO to subcontract certain Maintenance tasks are: a. To permit the acceptance of specialized Maintenance services, such as, but not limited to, plating, heat treatment, plasma spray, fabrication of specified parts for minor repairs / modifications, etc. without the need for direct approval by the MAA in such cases. b. To permit the acceptance of Air System Maintenance up to, but not including, a Base Maintenance check (or equivalent) [6] by organizations not appropriately approved under RA 4800-4849 series (MRP Part 145) when it is unrealistic to expect direct approval by the MAA. The MAA will determine when it is unrealistic but in general it is considered unrealistic if only one or 2 organizations intend to use the Subcontracted organization. c. To permit the acceptance of component Maintenance. d. To permit the acceptance of engine Maintenance up to, but not including, a workshop Maintenance check or overhaul of an engine or engine module [6] by organizations not appropriately approved under RA 4800-4849 series (MRP Part 145) when it is unrealistic to expect direct approval by the MAA. The determination of unrealistic is as per Paragraph ► 12.b. ◀ [6] Refer to RA 4817(1)(b): Privileges of the Organization (MRP 145.A.75(a)(b)).	Y

4817[05](01)013	[05]	Authorized	GM	Privileges of the Organization (MRP 145.A.75(a)) - Additional GM - AMOs only	13. The AMO may find it necessary to include several specialist subcontractors to enable it to be approved to completely certify the Maintenance of a particular product. Examples could be specialist welding, electro-plating, painting etc. To authorize the use of such subcontractors, the MAA will need to be satisfied that the AMO has the necessary expertise and procedures to control such subcontractors.	Y
4817[05](01)014	[05]	Authorized	GM	Privileges of the Organization (MRP 145.A.75(a)) - Additional GM - AMOs only	14. An AMO working outside the scope of its approval schedule is deemed to be not approved. Such an organization will, in this circumstance, operate only under the subcontract control of another AMO.	Y
4817[05](01)015	[05]	Authorized	GM	Privileges of the Organization (MRP 145.A.75(a)) - Additional GM - AMOs only	15. Authorization to subcontract is indicated by the MAA accepting the MOE containing a specific procedure on the control of subcontractors.	Y
4817[05](01)016	[05]	Authorized	GM	Privileges of the Organization (MRP 145.A.75(a)) - Additional GM - AMOs only	16. In relation to Paragraph ►6.b, ◀ the AMO will generally require its own paperwork, Technical Information (TI) and material / spare parts to be used, but it could permit the use of tools, equipment and personnel from the subcontractor as long as such tools, equipment and personnel meet the requirements of RA 4800-4849 series (MRP Part 145). In the case of subcontractors who provide specialized services, it may, for practical reasons, be necessary to use their specialized services personnel, TI and material, subject to acceptance by the AMO.	Y
4817[05](01)017	[05]	Authorized	GM	Privileges of the Organization (MRP 145.A.75(a)) - Additional GM - AMOs only	17. The certification of Air System Maintenance Release or Air System Component Maintenance Release may be endorsed either at the subcontractor or at the organization facility by staff issued a certification authorization [7], as appropriate, by the AMO. Such staff would normally come from the AMO but may otherwise be a person from the subcontractor who meets the AMO's ►Coordinating / Certifying Staff◀ standard, which itself is approved by the MAA via the MOE. [7] Refer to RA 4806 – Personnel Requirements (MRP 145.A.30).	Y
4817[05](01)018	[05]	Authorized	GM	Privileges of the Organization (MRP 145.A.75(a)) - Additional GM - AMOs only	18. ► In the circumstances where the subcontract Audit department and the Quality Audit department are one and the same it is acceptable to: a. Use competent personnel from a different department in the same organization not responsible for the Quality function / procedure, or, b. Contract the independent Audit element of the Quality Management System, including sample auditing of subcontractors to another organization or a qualified competent person. ◀	Y
4817[05](01)019	[05]	Authorized	GM	Privileges of the Organization (MRP 145.A.75(a)) - Additional GM - AMOs only	19. AMOs may conduct temporary Air System and / or Air System component Maintenance at any location determined appropriate by the relevant CAMO, agreed by the Accountable Manager (Maintenance), the MAA notified [8], subject to facilities meeting the applicable requirements [5] and supported by a procedure within the MOE. [8] Via DSA-MAA-OA-ACC@mod.gov.uk.	Y

4818[03]	[03]	Authorized	RA	4818 - RA (Issue 3) - Limitations on the Organization (MRP 145.A.80) - Approved Maintenance Organizations (AMOs) only	This RA is intended to cover the situation where the larger AMO may temporarily not hold all the necessary tools, equipment etc., for an aircraft type or variant specified in the organization's approval.	Y
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.	Y
4818[03](01)001	[03]	Authorized	AMC	4818(1).1 - AMC - Limitations on the Organization (MRP 145.A.80(a))	Nil.	Y
4818[03](01)002	[03]	Authorized	GM	4818(1).2 - GM - Limitations on the Organization (MRP 145.A.80(a))	This RA means that the MAA need not amend the approval to delete the aircraft type or variants on the basis that it is a temporary situation and there is a commitment from the AMO to re-acquire tools, equipment, etc before maintenance on the type may recommence.	Y
4819[03]	[03]	Authorized	RA	4819 - RA (Issue 3) - Changes to the Organization (MRP 145.A.85) - Approved Maintenance Organizations (AMOs) only	The primary purpose of this clause is to enable the AMO to remain approved, if agreed by the MAA, during negotiations about any of the specified changes. Without this Clause, the approval would automatically be suspended in all cases.	Y
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.	Y
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.	Y
4820[06]	[06]	Authorized	RA	4820 - RA (Issue 6) - Continued Validity of Approval (MRP 145.A.90) - Approved Maintenance Organizations (AMOs) only	This RA determines the duration of an approval in accordance with the RA4800-4849 (MRP Part 145) series to an AMO and actions to be carried out by the AMO on surrender, suspension or revocation of such approval	Y

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.	Y
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.	Y
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.	Y
4820[06](01)003	[06]	Authorized	GM	4820(1).3 - GM - Continued Validity of Approval (MRP 145.A.90(a))	The 3 year period, detailed within RA 4820(1) AMC paragraph 1, commences from whichever is the later date of either initial approval or last formal MAA surveillance audit. The confirmation of continued validity must be sent in writing to MAA Operating Assurance Head for action.	Y
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.	Y
4820[06](02)004	[06]	Authorized	AMC	4820(2).4 - AMC - Approval Surrender, Suspension or Revocation (MRP 145.A.90(b))	Nil.	Y
4820[06](02)005	[06]	Authorized	GM	4820(2).5 - GM - Approval Surrender, Suspension or Revocation (MRP 145.A.90(b))	Nil.	Y
4821[04]	[04]	Authorized	RA	4821 - RA (Issue 4) - Findings (MRP 145.A.95) - Approved Maintenance Organizations only	Following the notification of a finding by the MAA on an Approved Maintenance Organizations (AMO), it is essential that the Regulatory non-compliance or nonconformance is appropriately addressed and actioned by the Accountable Manager(Maintenance) (AM(M)). If the findings are not acted upon by the AM(M)), the Continuing Airworthiness of the Air System(s) may be compromised. This RA requires Root Cause Analysis (RCA) be carried out on all findings to enable the identification and rectification of all issues, preventing reoccurrence.	Y
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.	Y

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.	Y
4821[04](01)002	[04]	Authorized	GM	4821(1).2 - GM - Findings (MRP 145.A.95(a))	There are 2 types of findings, Non-Compliance and Non-Conformance. Each of these are then sub-divided into 2 levels as follows: a. Non-Compliance: No evidence can be produced to show compliance with the MRP. (1) Level 1 finding: Any significant non-compliance with RA 4800-4849 (MRP Part 145) requirements, which lowers the safety standard and presents a serious hazard to Air Safety. (2) Level 2 finding: A non-compliance that is judged not to be a Level 1 finding. b. Non-Conformance: No evidence can be produced to show conformance with any notified audit criteria other than the MRP (e.g. management process, Air Safety Management Plan, ISO9001 etc.) (1) Level 1 finding: A deviation from or an omission of a requirement that may contribute to a major Air Safety Risk. (2) Level 2 finding: A non-conformity that is judged not to be a Level 1 finding.	Y
4941[04]	[04]	Authorized	RA	4941 - RA (Issue 4) - Application - MRP Part M Subpart G	Delivery Duty Holders or Accountable Managers (Military Flying) cannot operate their military registered Air Systems safely without the support of an MAA approved Military Continuing Airworthiness Management Organization (Mil CAMO). Uncontrolled Air System configuration and mismanaged Maintenance planning will undermine the Continuing Airworthiness of an Air System and significantly increase the Risk to Life. ► This RA mandates Approval for all Mil CAMOs from the MAA, confirming Regulatory compliance is achieved to maintain Airworthiness. ◀	N
4941[04](01)	[04]	Authorized	Regulation	4941(1) - Regulation - Application - MRP Part M Subpart G	An application for issue or change of a Mil CAMO Approval shall be made to the MAA.	N
4941[04](01)001	[04]	Authorized	AMC	4941(1).1 - AMC - Application - MRP Part M Subpart G	1. An application should be made on an MAA Part M Form 2: Application for MRP Part M Approval¹ to become an MRP Part M Subpart G organization (Mil CAMO). 1 This can be found on the MAA websites.	N
4941[04](01)002	[04]	Authorized	GM	4941(1).2 - GM - Application - MRP Part M Subpart G	2. The requirement to use an MAA Part M Form 2: Application for MRP Part M Approval includes proposed ► significant ◀ changes to the Continuing Airworthiness Management Exposition ► 2 ◀. 2 ► Refer to RA 4943 – Continuing Airworthiness Management Exposition - MRP Part M Subpart G. ◀ 2 ► Refer to RA 4943 – Continuing Airworthiness Management Exposition - MRP Part M Subpart G. ◀	N

4943[05]	[05]	Authorized	RA	4943 - RA (Issue 5) - Continuing Airworthiness Management Exposition - MRP Part M Subpart G	To obtain MAA Approval the Delivery Duty Holder (DDH) or Accountable Manager (Military Flying) (AM(MF)) sets forth the procedures, means and methods which their Military Continuing Airworthiness Management Organization (Mil CAMO) will follow. This document is known as the Continuing Airworthiness Management Exposition (CAME) and is the primary means for establishing compliance with the MAA Regulatory Publications (MRP). Without an approved CAME there is a Risk that Air Safety could be undermined and Risk to Life increased. This RA mandates the use of an approved CAME to articulate the scope of Continuing Airworthiness and the fundamental procedures required to sustain it throughout an Air System's operating life.	N
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.	N
4943[05](01)001	[05]	Authorized	AMC	4943(1).1 - AMC - Provision of the Continuing Airworthiness Management Exposition	1. 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.	N
4943[05](01)002	[05]	Authorized	AMC	4943(1).2 - AMC - Provision of the Continuing Airworthiness Management Exposition	2. Personnel should be familiar with those parts of the CAME that are relevant to their tasks.	N
4943[05](01)003	[05]	Authorized	AMC	4943(1).3 - AMC - Provision of the Continuing Airworthiness Management Exposition	3. 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.	N

4943[05](01)004	[05]	Authorized	AMC	4943(1).4 - AMC - Provision of the Continuing Airworthiness Management Exposition	4. 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 MRP Part M. d. Confirmation that the CAME will be complied with at all times. 2 An example statement is available in guidance material paragraph 12.	N
4943[05](01)005	[05]	Authorized	AMC	4943(1).5 - AMC - Provision of the Continuing Airworthiness Management Exposition	5. 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.	N
4943[05](01)006	[05]	Authorized	AMC	4943(1).6 - AMC - Provision of the Continuing Airworthiness Management Exposition	6. 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.	N
4943[05](01)007	[05]	Authorized	AMC	4943(1).7 - AMC - Provision of the Continuing Airworthiness Management Exposition	7. 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.	N
4943[05](01)008	[05]	Authorized	AMC	4943(1).8 - AMC - Provision of the Continuing Airworthiness Management Exposition	8. 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.	N
4943[05](01)009	[05]	Authorized	AMC	4943(1).9 - AMC - Provision of the Continuing Airworthiness Management Exposition	9. The CAME should be in a digital form and made available to the MAA in a file format acceptable to the MAA.	N
4943[05](01)010	[05]	Authorized	AMC	4943(1).10 - AMC - Provision of the Continuing Airworthiness Management Exposition	10. 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.	N
4943[05](01)011	[05]	Authorized	GM	4943(1).11 - GM - Provision of the Continuing Airworthiness Management Exposition	11. The MAA website contains an example of a CAME layout, titled “Military Anybody’s CAME” ⁴, which may be used as appropriate. 4 https://www.gov.uk/government/publications/continuing-airworthiness-management-organization-camo-approval-supporting-documentation.	N

4943[05](01)012	[05]	Authorized	GM	4943(1).12 - GM - Provision of the Continuing Airworthiness Management Exposition	12. An example DDH or AM(MF)'s CAME statement is below: Continuing Airworthiness tasks of the (Quote Mil CAMO's name) fleet of Air Systems are carried out on time to an approved standard. It is accepted that these procedures do not override the necessity of complying with any new or amended Regulation where these new or amended Regulations are in conflict with these procedures. It is understood that the MAA will approve this organization whilst the MAA is satisfied that the procedures are being followed and the work standard is maintained. It is understood that the MAA reserves the right to suspend, vary or revoke the Subpart G Mil CAMO Approval of the organization if the MAA has evidence that the procedures are not followed and the standards not upheld. Signed . Dated DDH or AM(MF) (as appropriate) and . . . (quote position) . . .	N
4943[05](01)013	[05]	Authorized	GM	4943(1).13 - GM - Provision of the Continuing Airworthiness Management Exposition	13. A CAME that only references back to the RAs is not deemed an effective means of compliance demonstration. The CAME will detail how compliance is met in line with the RAs stating the who, what, when and how.	N
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.	N
4943[05](02)014	[05]	Authorized	AMC	4943(2).14 - AMC - Continuing Airworthiness Management Exposition Approval	14. The Mil CAM should seek Approval, through submission of a MAA Part M Form 2: Application for MRP Part M Approval⁵, 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. ⁵ Refer to RA 4941 – Application – MRP Part M Subpart G.	N
4943[05](02)015	[05]	Authorized	AMC	4943(2).15 - AMC - Continuing Airworthiness Management Exposition Approval	15. 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. ⁶ This does not remove any regulatory requirements for the MAA to interview / endorse individuals for suitability for any of these posts.	N

4943[05](02)016	[05]	Authorized	AMC	4943(2).16 - AMC - Continuing Airworthiness Management Exposition Approval	16. 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 place⁷. The MAA will acknowledge receipt of the CAME within 30 calendar days. 7 If required a revised timeline may be agreed through engagement with the relevant MAA desk officer.	N
4943[05](02)017	[05]	Authorized	AMC	4943(2).17 - AMC - Continuing Airworthiness Management Exposition Approval	17. 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 Record⁸ by the Mil CAMO. 8 Refer to RA 4964 – Continuing Airworthiness Management Records – MRP Part M Subpart C.	N
4943[05](02)018	[05]	Authorized	GM	4943(2).18 - GM - Continuing Airworthiness Management Exposition Approval	18. Approval of the amendment procedure in the CAME may be taken as authorization of indirect Approval of minor amendments to the CAME, ie those amendments not listed at AMC paragraph 14 above. A copy of the updated CAME is to be sent to the MAA⁹ for information. 9 DSA-MAA-OA-ACC@mod.gov.uk.	N
4943[05](02)019	[05]	Authorized	GM	4943(2).19 - GM - Continuing Airworthiness Management Exposition Approval	19. Major changes to the CAME will be prioritized but may take longer than 30 calendar days for the MAA to approve.	N
4945[06]	[06]	Authorized	RA	4945 - RA (Issue 6) - Personnel Requirements - MRP Part M Sub Part G	► To ◀ contribute to the preservation of Airworthiness all personnel working in a Military Continuing Airworthiness Management Organization (Mil CAMO) are required to be suitably qualified, experienced and, where appropriate, authorized to carry out their role. Without competent and knowledgeable personnel, both leading and supporting the Mil CAMO, the Continuing Airworthiness (CAw) of the supported organizations' Air Systems may ► ◀ be compromised. This RA requires Military Continuing Airworthiness Managers (Mil CAM) to be supported by sufficient Suitably Qualified and Experienced Persons (SQEP) to support the Maintenance of CAw.	N
4947[05]	[05]	Authorized	RA	4947 - RA (Issue 5) - Continuing Airworthiness Management - MRP Part M Sub Part G	For a Military Continuing Airworthiness Management Organization (Mil CAMO) to be approved by the MAA it will have adequate procedures for ensuring the Continuing Airworthiness Management of its Air Systems. If these procedures do not address all of the tasks required to maintain Airworthiness, an Air System could be released for flight in a non-airworthy condition. This RA identifies the minimum activity that a Mil CAMO is to accomplish to ensure the Airworthiness of Air Systems in their Area of Responsibility.	Y

4947[05](1)	[05]	Authorized	Regulation	4947(1): Military Continuing Airworthiness Management Organization Responsibilities	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). 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 released. 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 Maintenance. 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.	Y
4948[04]	[04]	Authorized	RA	4948 - RA (Issue 4) - Documentation - MRP Part M Sub Part G	Approved Data includes Technical Information (TI) and any approved associated documentation that is deemed essential to meet the requirements for sustaining Continuing Airworthiness. This can include the information necessary to operate, maintain, Repair, support and dispose of equipment throughout its operating life. Without careful management of Approved Data there is an increased likelihood of Maintenance activity being missed, completed incorrectly or not completed. This will undermine the Continuing Airworthiness of the Air System. ► This RA ◀ provides clear direction to the Military Continuing Airworthiness Management Organization (Mil CAMO) to hold and use up to date TI regardless of the medium used and where or who is required to use it.	Y
4948[04](01)	[04]	Authorized	Regulation	4948(1) - Regulation - Documentation	The ► Military Continuing Airworthiness Manager (Mil CAM) ◀ 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.	Y
4948[04](01)001	[04]	Authorized	AMC	4948(1).1 - AMC - Documentation	The Mil CAMO should establish appropriate procedures for ensuring that the TI is current.	Y
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.	Y

4948[04](01)004	[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.	Y
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).	Y
4948[04](01)005	[04]	Authorized	GM	4948(1).5 - GM - Documentation	Applicable TI is: a. ►◄ Instructions for Continuing Airworthiness contained within the ADS►2◄, issued by the Type Airworthiness Authority (TAA)►3◄, noting particular emphasis, but not limited to, any applicable Special Instructions (Technical) (SI(T)). b. Mil CAMO Instructions[4] issued by the Mil CAMO to satisfy a temporary need in lieu of a change to the ADS or the production of a SI(T) by the TAA. c. Any applicable data issued in accordance with RA 4810[5]. Obsolescent Defence Standards will not be updated ►but may◄ be referenced for the Maintenance of legacy equipment. ►They may not be used for the Maintenance of newly procured equipment.◄ d. Any applicable requirement, procedure, ►process,◄ standard or information issued by the MAA. [2] ►Refer to RA 5815 – Instructions for Sustaining Type Airworthiness. [3] 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.◄ [4] Refer to RA 4966 – Military Continuing Airworthiness Management Organization Instructions – MRP Part M Sub Para C. [5] Refer to RA 4810 – Technical Information (MRP 145.A.45).	Y

4951[05]	[05]	Authorized	RA	4951 - RA (Issue 5) - Quality System - MRP Part M Sub Part G	An effective Quality System (QS) is a vital element of the Military Continuing Airworthiness Management Organization (Mil CAMO) and underpins the Continuing Airworthiness of all the Air Systems identified in the Continuing Airworthiness Management Exposition (CAME). Regardless of who or where Subcontracted Airworthiness tasks are being conducted, the purview of the QS is to encompass all activities and relevant supporting organizations to ensure the Airworthiness management of its Air Systems is at the required standard. Unmonitored or unassured activity can lead to a loss of configuration, which could significantly increase the Risk to Life and hence reduce Air Safety. ► This RA◄ provides for the establishment of an independent QS and ► Mil CAMO◄ Quality Manager ► (Mil CAMO QM)◄ which is essential Assurance activity for sustaining Airworthiness of Air Systems and ensuring Air Safety.	Y
4951[05](1)	[05]	Authorized	Regulation	4951(1): Establishing a Quality System	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.	Y
4951[05](2)	[05]	Authorized	Regulation	4951(2): Functions of the Quality System	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).	Y
4951[05](3)	[05]	Authorized	Regulation	4951(3): Retention of Quality System Records	Retention of Quality System Records The records of these activities shall be stored for at least two years	Y

4954[05]	[05]	Authorized	RA	4954 - RA (Issue 5) - Continued Validity of Approval - MRP Part M Sub Part G	If a Military Continuing Airworthiness Management Organization (Mil CAMO) remains in compliance with the MRP and allows access to the Authority for assurance purposes, it will retain its initial approval for an unlimited duration. Non-compliance may result in loss of approval and forfeiture of the controlled environment for the military registered Air Systems identified in its Continuing Airworthiness Management Exposition. RA 4954 describes the process requirements needed for Mil CAMOs to retain their approval and provides direction following surrender, suspension or revocation of their approval certificate.	N
4955[04]	[04]	Authorized	RA	4955 - RA (Issue 4) - Findings - MRP Part M Sub Part G	Following the notification of a finding by the MAA on a Military Continuing Airworthiness Management Organization, it is essential that the Regulatory non-compliance ► and / or non-conformance ◀ is appropriately addressed and actioned by the Military Continuing Airworthiness Manager (Mil CAM). If the findings are not acted upon by the Mil CAM, the Continuing Airworthiness of the Air System(s) may be compromised. ► This RA ◀ requires Root Cause Analysis (RCA) ► to ◀ be carried out on ► ◀ findings, ► where applicable, ◀ to enable the identification and rectification of all issues, preventing reoccurrence.	Y
4955[04](1)	[04]	Authorized	Regulation	4955(1): Findings	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.	Y
4956[05]	[05]	Authorized	RA	4956 - RA (Issue 5) - Military Continuing Airworthiness Management Organization Tasks Performed by Other Organizations - MRP Part M Subpart G	The Continuing Airworthiness (CAw) management of Air Systems is a complex task, which is to be solely managed by a single organization – namely the Military Continuing Airworthiness Management Organization (Mil CAMO). Many CAw tasks may be conducted by other parties, such as contractors. The mismanagement or the loss of control of these tasks will compromise Air Safety and undermine any Risk to Life arguments presented by the Aviation Duty Holder or Accountable Manager (Military Flying) (AM(MF)). ► This RA ◀ requires ► ◀ all Subcontracted CAw tasks remain the responsibility of the Military Continuing Airworthiness Manager (Mil CAM) regardless of who or where they are being conducted, ensuring the Air Systems remain Airworthy.	Y
4956[05](01)	[05]	Authorized	Regulation	4956(1) - Regulation - Subcontracting of Military Continuing Airworthiness Management Organization Tasks	The Mil CAM shall retain responsibility for all CAw tasks carried out on behalf of the Mil CAMO by other parties.	Y
4956[05](01)001	[05]	Authorized	AMC	4956(1).1 - AMC - Subcontracting of Military Continuing Airworthiness Management Organization Tasks	1. 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 CAw requirements and that adequate Assurance and control measures are in place.	Y

4956[05](01)002	[05]	Authorized	AMC	4956(1).2 - AMC - Subcontracting of Military Continuing Airworthiness Management Organization Tasks	2. 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 CAMO1. 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.	Y
4956[05](01)003	[05]	Authorized	AMC	4956(1).3 - AMC - Subcontracting of Military Continuing Airworthiness Management Organization Tasks	3. Commercial contracts for the completion of Mil CAMO tasks should not authorize the Subcontracted organization to further Subcontract elements of the CAw management tasks to other organizations. In this regard however, the documented agreement in paragraph 2 above is not considered a level of commercial contract.	Y
4956[05](01)004	[05]	Authorized	AMC	4956(1).4 - AMC - Subcontracting of Military Continuing Airworthiness Management Organization Tasks	4. Contracts placed for the conduct of Mil CAMO activity should guarantee access for the conduct of Quality Audits2. 2 Refer to RA 4951 – Quality System - MRP Part M Subpart G.	Y
4956[05](01)005	[05]	Authorized	GM	4956(1).5 - GM - Subcontracting of Military Continuing Airworthiness Management Organization Tasks	5. ► In this RA ◄ the term “another department within the same organization” refers to arrangements that are made across Top Level Budget holders. Within a large contractor organization, the term may be interpreted as being where the department is not under the control of the AM(MF). The intent of the documented agreement is to ensure that the Mil CAMOs are able to demonstrate appropriate ►control◄ of CAw activity on their Air Systems. The documented agreement may be a separate contract referenced in the CAME, or an Annex to the CAME. ►◄	Y
4956[05](01)006	[05]	Authorized	GM	4956(1).6 - GM - Subcontracting of Military Continuing Airworthiness Management Organization Tasks	6. Depending on the construct of the organization it may be appropriate for some Mil CAMO functions to be Subcontracted, delegated to, or carried out by, other organizations (MOD or Contractor) on behalf of the Mil CAMO. This may include ► Civil Aviation Authority◄ approved CAMOs3 ► within the defined ◄ scope, conducting tasks on behalf of the Mil CAM. 3 Refer to ► RA 1165 – UK Civil Aviation Authority Oversight of UK Military Registered Air Systems. ◄	Y

4956[05](01)007	[05]	Authorized	GM	4956(1).7 - GM - Subcontracting of Military Continuing Airworthiness Management Organization Tasks	7. For the avoidance of doubt, the Mil CAM retains responsibility for all Mil CAMO functions irrespective of who is discharging them or where they are being discharged. Eg Mil CAMO tasks may be discharged by a variety of MOD departments such as a DT, and it may be appropriate for these tasks to be Subcontracted ► (see paragraph 3) ◄ to commercial organizations. However, the conduct of these ► Mil CAMO ◄ tasks remains the responsibility of the Mil CAM and ► ◄ may not be further Subcontracted by the contracted commercial entity.	Y
4961[03]	[03]	Authorized	RA	4961 - RA (3) - Aircraft Maintenance Programme and Military Continuing Airworthiness Management Organization Responsibilities for Air System Release - MRP Part M Sub Part C	The Type Airworthiness Authority (TAA) ► 1 ◄ publishes the Air System Maintenance requirements in the Air System Technical Information (TI). If these requirements are not carried out, the Airworthiness of the Air System may be compromised. ► This RA ◄ requires the Military Continuing Airworthiness Management Organization (Mil CAMO) to use an Aircraft Maintenance Programme (AMP) to ensure all necessary Air System Corrective and Preventive Maintenance is carried out before flight. This requires consideration of several factors, including the environment the Air System is operated in. Where this is not possible, the Maintenance is to be formally deferred by a Competent and authorized individual who has assessed the Air System as airworthy. 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.	Y
4961[03](1)	[03]	Authorized	Regulation	4961(1): Aircraft Maintenance Programme	Aircraft Maintenance Programme 4961(1) 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.	Y
4961[03](2)	[03]	Authorized	Regulation	4961(2): Military Continuing Airworthiness Management Organization Responsibilities Prior to the Release of an Air System	Military Continuing Airworthiness Management Organization Responsibilities Prior to the Release of an Air System. The Mil CAMO shall ensure all planned Corrective and Preventive Maintenance has been completed and documented prior to an Air System being Released for Flight.	Y
4961[03](3)	[03]	Authorized	Regulation	4961(3): Reliability Programme	Reliability Programme The Mil CAM shall ensure all Air Systems identified in their CAME are subject to a reliability programme.	Y

4962[03]	[03]	Authorized	RA	4962 - RA (3) - Special Instructions (Technical) - MRP Part M Sub Part C	Special Instructions (Technical) (SI(T)) are instructions, issued by, or on behalf of, the Type Airworthiness Authority (TAA)► 1 ◀ or Commodity Delivery Team (DT), to undertake a work package to identify, monitor, Repair or prevent the Occurrence or reoccurrence of a potential Fault2. Failure to complete a SI(T) on all applicable Air Systems could render this action ineffective, therefore compromising Airworthiness. Some SI(T) have recurrent actions that make management of them more complex. Effective ►fulfilment◀ and management of SI(T) controlled by the Military Continuing Airworthiness Management Organization (Mil CAMO) will ensure that the Air System remains airworthy.	Y
4962[03](1)	[03]	Authorized	Regulation	4962(1): Special Instructions (Technical)	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.	Y
4963[03]	[03]	Authorized	RA	4963 - RA (3) - Modifications and Repairs - MRP Part M Sub Part C	Air System Modification and Repair instructions will be developed in accordance with (iaw) the RA 5000 Series (Type Airworthiness Engineering) Regulations. If Modifications and Repairs are not conducted according to these instructions the Airworthiness of the Air System will be compromised. Additionally, the operational situation may require deferral of a Modification or Repair which could compromise Airworthiness if not correctly managed. Oversight by the Military Continuing Airworthiness Management Organization (Mil CAMO) is critical to ensure Air Systems remain airworthy after undergoing Modifications or Repairs or when deferral of these activities is required.	Y
4963[03](1)	[03]	Authorized	Regulation	4963(1): Modifications and Repairs	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(TAA).	Y
4964[02]	[02]	Authorized	RA	4964 - RA (2) - Continuing Airworthiness Management Records - MRP Part M Sub Part C	A record of Continuing Airworthiness (CAw) activity carried out on Air Systems and Air System components informs Airworthiness decision making, provides a legal record, and enables Quality Assurance, data exploitation and investigations. Without effective control of CAw management records, the data may be unusable, leading to the CAw of an Air System being prejudiced and Air Safety undermined. Therefore, it is necessary for the Military Continuing Airworthiness Management Organization (Mil CAMO) to manage CAw management records so that they are fit for purpose.	Y

4964[02](1)	[02]	Authorized	Regulation	4964(1): Continuing Airworthiness Record Keeping	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.	Y
4964[02](2)	[02]	Authorized	Regulation	4964(2): Continuing Airworthiness Records	Continuing Airworthiness Records The Mil CAM shall ensure procedures are in place for the management and retention of CAW records.	Y
4965[02]	[02]	Authorized	RA	4965 - RA (Issue 2) - Local Manufacture Assurance – MRP Part M Sub Part C	Local manufacture may be necessary to affect a Repair to an Air System (Operational necessity may also require local manufacture to affect a Repair). If the Assurance of the local manufacture of parts is not conducted according to this Regulation, the Airworthiness of the Air System will be compromised. ► This RA ◀ provides the direction to the Military Continuing Airworthiness Manager (Mil CAM) to ensure Air Systems remain airworthy.	Y
4965[02](1)	[02]	Authorized	Regulation	4965(1): Military Continuing Airworthiness Management Organization Responsibilities for Local Manufacture	Military Continuing Airworthiness Maintenance Organization responsibilities for local manufacture. The Mil CAM shall promulgate ► ◀ procedures to ensure that the local manufacture of parts to be fitted to Air Systems are of an appropriate Quality and are traceable.	Y
4966[02]	[02]	Authorized	RA	4966 - RA (Issue 3) - Military Continuing Airworthiness Management Organization Instructions – MRP Part M Sub Part C	When a Continuing Airworthiness engineering requirement for Technical Information (TI) arises, local instructions may be developed to meet the immediate need. Where such a need is identified a Military Continuing Airworthiness Manager (Mil CAM) may raise a Military Continuing Airworthiness Management Organization (Mil CAMO) Instruction. If not rigorously controlled, ► these ◀ instructions may cause deviation from the Type Design or mask the demand for revision of TI leading to degradation in the Airworthiness of the Air System. This RA details the ► minimum requirements ◀ for raising a Mil CAMO Instruction to give authority to undertake a work package necessary to maintain the Continuing Airworthiness of the Air System.	N
4970[05]	[05]	Authorized	RA	4970 - RA (Issue 5) - Baseline Military Airworthiness Review - MRP Part M Subpart I	Prior to commencing flying operations, Delivery Duty Holders (DDH) or Accountable Managers (Military Flying) (AM(MF)) are to establish the baseline configuration and state of Airworthiness for all their military registered Air Systems. This baseline is the fundamental starting point for all subsequent Military Airworthiness Reviews (Mil AR). Configuration variations will occur throughout the life of an Air System and failure to understand its configuration will make Continuing Airworthiness virtually impossible. This RA requires a Baseline Military Airworthiness Review (BMAR) be carried out to highlight configuration and Airworthiness concerns; allowing them to be rectified, re-establishing the baseline configuration.	Y

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 flown1. 1 Refer to RA 1016 – Military Continuing Airworthiness Management.	Y
4970[05](01)001	[05]	Authorized	AMC	4970(1).1 - AMC - Military Continuing Airworthiness Manager Responsibilities	1. The BMAR should consider all areas stipulated by the Military Airworthiness Review Process2. 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.	Y
4970[05](01)002	[05]	Authorized	AMC	4970(1).2 - AMC - Military Continuing Airworthiness Manager Responsibilities	2. 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.	Y
4970[05](01)003	[05]	Authorized	AMC	4970(1).3 - AMC - Military Continuing Airworthiness Manager Responsibilities	3. 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 will support 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.	Y
4970[05](01)004	[05]	Authorized	AMC	4970(1).4 - AMC - Military Continuing Airworthiness Manager Responsibilities	4. 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.	Y
4970[05](01)005	[05]	Authorized	AMC	4970(1).5 - AMC - Military Continuing Airworthiness Manager Responsibilities	5. 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 Authority5, 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.	Y
4970[05](01)006	[05]	Authorized	GM	4970(1).6 - GM - Military Continuing Airworthiness Manager Responsibilities	6. For all new, used or converted Air Systems being brought onto the UK Military Aircraft Register (MAR), close liaison is required as soon as possible between the receiving Mil CAMO and the delivering Delivery Team (DT), to facilitate the DDH or AM(MF)'s issuance of the Statement of Acceptance (SofA). The DT will provide guidance on accompanying documentation and the suitability of the contents in establishing a baseline Airworthiness level.	Y

4970[05](01)007	[05]	Authorized	GM	4970(1).7 - GM - Military Continuing Airworthiness Manager Responsibilities	7. BMARs may not be completed before Mil CAMO Approval is granted.	Y
4970[05](01)008	[05]	Authorized	GM	4970(1).8 - GM - Military Continuing Airworthiness Manager Responsibilities	8. Whilst it is recognized that a wide range of personnel may be involved in the BMAR process, including contracted support, oversight of all activity remains a responsibility of Military Airworthiness Review surveyors, meeting the requirements of the Mil CAMO6. 6 Refer to RA 4972 – Military Airworthiness Review Surveyors - MRP Part M Subpart I.	Y
4970[05](01)009	[05]	Authorized	GM	4970(1).9 - GM - Military Continuing Airworthiness Manager Responsibilities	9. As soon as an individual Air System's BMAR data is available it can form useful evidence to support the associated ASSC argument(s). The next suitable point to include BMAR data into the ASSC could be after each individual tail number has had its BMAR but may also be at a set point during the ASSC review cycle so as to capture multiple BMAR results at the same time. The definition of the most suitable point will be dictated by individual Mil CAMOs, aiming to achieve efficient and timely inclusion to the ASSC, so as to keep the ASSC a living body of evidence.	Y
4970[05](02)	[05]	Authorized	Regulation	4970(2) - Regulation - Delivery 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.	Y
4970[05](02)010	[05]	Authorized	AMC	4970(2).10 - AMC - Delivery Duty Holder / Accountable Manager (Military Flying) Responsibilities	10. 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.	Y
4970[05](02)011	[05]	Authorized	AMC	4970(2).11 - AMC - Delivery Duty Holder / Accountable Manager (Military Flying) Responsibilities	11. 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.	Y
4970[05](02)012	[05]	Authorized	AMC	4970(2).12 - AMC - Delivery Duty Holder / Accountable Manager (Military Flying) Responsibilities	12. 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.	Y
4970[05](02)013	[05]	Authorized	GM	4970(2).13 - GM - Delivery Duty Holder / Accountable Manager (Military Flying) Responsibilities	13. Tail numbers may be batched for the DDH or AM(MF)'s SofA.	Y
4970[05](02)014	[05]	Authorized	GM	4970(2).14 - GM - Delivery Duty Holder / Accountable Manager (Military Flying) Responsibilities	14. It may be desirable for the SofA to be endorsed by the appropriate Type Airworthiness Authority in addition to the DDH or AM(MF), therefore providing a link to the configuration level of the BMAR undertaken.	Y

4970[05](02)015	[05]	Authorized	GM	4970(2).15 - GM - Delivery Duty Holder / Accountable Manager (Military Flying) Responsibilities	15. Factors to be taken into account may include, but not be limited to, access to or availability of historical information, platform maturity, expected Out of Service Date of the Air System and complexity of procurement.	Y
4970[05](02)016	[05]	Authorized	GM	4970(2).16 - GM - Delivery Duty Holder / Accountable Manager (Military Flying) Responsibilities	16. The DDH or AM(MF)'s SofA ought to take the form of the following paragraph: "As the Delivery Duty Holder* / Accountable Manager (Military Flying)* for tail number...(quote tail number)..., this Statement of Acceptance confirms that a Baseline Military Airworthiness Review has been conducted to my satisfaction and that every practicable effort has been taken to review the Airworthiness history of the Air System. Signed: Dated : ... Delivery Duty Holder* / Accountable Manager (Military Flying)* and (Post Title)" [optional] "As the Type Airworthiness Authority for this platform, I concur with the Delivery Duty Holder* / Accountable Manager (Military Flying)* and endorse the Baseline Military Airworthiness Review. Signed: Dated:(Post Title) " * Delete as Appropriate	Y
4971[05]	[05]	Authorized	RA	4971 - RA (Issue 5) - Military Airworthiness Review and Certification - MRP Part M Sub Part I	To re-validate the configuration and Airworthiness of Air Systems on the UK Military Aircraft Register, a Military Airworthiness Review (Mil AR) is required to be carried out at least annually. Following a successful Mil AR, a Military Airworthiness Review Certificate (MARC) can be issued on behalf of the relevant Delivery Duty Holder (DDH) or Accountable Manager (Military Flying) (AM(MF)). Without a reassessment of an Air System's configuration and establishing whether it has been maintained in a controlled environment, Continuing Airworthiness cannot be guaranteed. This RA requires a valid MARC be maintained; providing confidence in the integrity and Airworthiness of an Air System.	Y
4971[05](1)	[05]	Authorized	Regulation	4971(1): Military Continuing Airworthiness Manager Responsibilities	Military Continuing Airworthiness Management Organization 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, by suitably approved and authorized Mil AR Surveyors. b. Mil AR procedures are incorporated into the Continuing Airworthiness Management Exposition (CAME).	Y

4971[05](2)	[05]	Authorized	Regulation	4971(2): Military Airworthiness Review Certificate	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. 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.	Y
4972[04]	[04]	Authorized	RA	4972 - RA (Issue 4) - Military Airworthiness Review Surveyors - MRP Part M Sub Part I	To conduct independent platform configuration and Airworthiness assessments of UK Military Aircraft Registered Air Systems, Military Continuing Airworthiness Management Organizations (Mil CAMO) require the support of Competent and authorized Military Airworthiness Review (Mil AR) Surveyors. A periodic, impartial and objective survey of an Air System is fundamental to assessing its Airworthiness and without it, Air Safety could be undermined. This RA details the suitability and Competence of Mil AR Surveyors to conduct appropriate Mil ARs.	N
4973[04]	[04]	Authorized	RA	4973 - RA (Issue 4) - Military Airworthiness Review Process - MRP Part M Sub Part I	Military Airworthiness Reviews (Mil AR) are structured to ensure consistency and completeness across all military registered Air Systems, regardless of their type. A mixture of physical and record reviews, including confirmation of the correlation of the two for certain Maintenance tasks, has proven to be the best process for determining Air System configuration and Airworthiness. Without a detailed, comprehensive and approved review process, Airworthiness cannot be sustained. ► This RA ◀ defines the Mil AR process ensuring the Military Continuing Airworthiness Manager (Mil CAM) achieves satisfactory Assurance of the Continuing Airworthiness of their Air Systems.	Y
4973[04](1)	[04]	Authorized	Regulation	4973(1): Military Airworthiness Review Process	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.	Y
4974[04]	[04]	Authorized	RA	4974 - RA (Issue 4) - Circumstances when Military Airworthiness Review Certificates Become Invalid - MRP Part M Sub Part I	Under certain conditions or direction, Military Airworthiness Review Certificates (MARC) are to be rendered invalid or revoked ► ◀ to prevent further flying. When an Air System's configuration or Airworthiness is unknown, revoking its MARC is vital, to ensure Air Safety is not compromised and Risk to Life (RtL) therefore minimized. ► This RA ◀ details the requirement when an Air System's Military Airworthiness Review becomes invalid.	Y
4974[04]	[04]	Authorized	RA	4974 - RA (Issue 4) - Circumstances when Military Airworthiness Review Certificates Become Invalid	Under certain conditions or direction, Military Airworthiness Review Certificates (MARC) are to be rendered invalid or revoked ► ◀ to prevent further flying. When an Air System's configuration or Airworthiness is unknown, revoking its MARC is vital, to ensure Air Safety is not compromised and Risk to Life (RtL) therefore minimized. ► This RA ◀ details the requirement when an Air System's Military Airworthiness Review becomes invalid.	Y

4974[04](01)	[04]	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.	Y
4974[04](01)001	[04]	Authorized	AMC	4974(1).1 - AMC - Circumstances when Military Airworthiness Review Certificates Become Invalid	1. 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. ◀	Y
4974[04](01)002	[04]	Authorized	AMC	4974(1).2 - AMC - Circumstances when Military Airworthiness Review Certificates Become Invalid	2. The ► Mil CAM◀ should inform the appropriate authorities (MAA►3◀ and TAA) when a MARC is revoked. 3 ► Refer to RA 1161 – Military Registration of Air Systems Operating within the Defence Air Environment. ◀	Y
4974[04](01)003	[04]	Authorized	GM	4974(1).3 - GM - Circumstances when Military Airworthiness Review Certificates Become Invalid	3. It is acceptable for the MARC of an Air System to lapse (eg in storage, extended Maintenance) however, flight restrictions ⁴ will apply. 4 Refer to RA 1016 – Military Continuing Airworthiness Management.	Y

Requirement Unique ID	Issue No.	Release Status	Item Type	Title	Rationale/Text	MHP/001 Contract: Applicability
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.	Y
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.	Y
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.	Y
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.	Y

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.	Y
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	Y

5010[01](01)005	[01]	Authorized	GM	Type Airworthiness Strategy	5. The TAw Strategy facilitates the following management elements: a. Identification and development of project-specific TAw and Safety-related standards, guidelines, procedures and training, including addressing all Airworthiness related standards that the TAA or TAM expects to employ to demonstrate compliance with the Type Certification Basis[9], [10]. Where a Military Type Certificate is not awarded, the approach is likely to be based on Defence Standard (Def Stan) 00-970[25] unless otherwise agreed with the MAA. b. Ensuring that resource provision is sufficient to produce and sustain an airworthy design by carrying out necessary engineering and Safety Management activities. c. Articulating the relationship (contractual or otherwise) with, and requirements placed upon, stakeholder organizations for the generation of the TASA. These may include the Front Line Command (FLC), Capability SRO, current or future ADH or AM(MF), the Design and Production Organizations, the appropriate Test and Evaluation (T&E) organization[26], the Military Continuing Airworthiness Manager (Mil CAM), Defence Aircrew Publications Squadron, and other relevant contractors and other defence equipment organizations (eg Commodity Delivery Teams[18]). d. Where the TAA or TAM proposes either using evidence supporting a civil Type Certificate or claiming credit for the certification activities of another military regulator, details will be provided in the TAw Strategy, along with a statement of intent to use MAA recognition if applicable. [25] Refer to Def Stan 00-970 – Certification Specifications for Airworthiness. [26] Refer to RA 2370 – Test and Evaluation.	Y
5010[01](01)006	[01]	Authorized	GM	Type Airworthiness Strategy - Users of the TAw Strategy	6. The TAA or TAM will generate their TAw Strategy to guide their planning of the acquisition of and support to the Air Systems under their responsibility. The TAA or TAM will use the Strategy to lay out how they will satisfy their Airworthiness responsibilities.	Y
5010[01](01)007	[01]	Authorized	GM	Type Airworthiness Strategy - Users of the TAw Strategy	7. The associated OCD or Sponsor will use the document to approve the TAA or TAM approach to delivering airworthy Air Systems. The OCD or Sponsor's approval of the TAw Strategy represents their endorsement that TAw aspects of the programme are viable.	Y
5010[01](01)008	[01]	Authorized	GM	Type Airworthiness Strategy - The Airworthiness Strategy through the CADMID/T[27] Cycle	8. The TAw Strategy is particularly important in the early stages of the CADMID/T cycle. The first issue of the TAw Strategy will be available before Outline Business Case (OBC). Thereafter it will evolve throughout the life of the project, remaining relevant through to disposal. [27] The Concept, Assessment, Demonstration, Manufacture, In-Service and Disposal (CADMID) Cycle. In some cases, Termination of service is more appropriate than Disposal.	Y
5010[01](01)009	[01]	Authorized	GM	Type Airworthiness Strategy - The Airworthiness Strategy through the CADMID/T Cycle	9. At OBC, the TAw Strategy is expected to indicate basic details of the policies and approach that the TAA or TAM intends to adopt throughout the life of the Air System. By Full Business Case (FBC), the TAw Strategy is expected to be further refined to accurately provide the context, policies and processes adopted by the TAA or TAM.	Y

5010[01](01)010	[01]	Authorized	GM	Type Airworthiness Strategy - The Airworthiness Strategy through the CADMID/T Cycle	10. The TAA or TAM requirement to review the TAw Strategy in line with ASSC review will need to be an auditable review, but may conclude that an update to the TAw strategy is not required at time of review.	Y
5010[01](01)011	[01]	Authorized	GM	Type Airworthiness Strategy - The Airworthiness Strategy through the CADMID/T Cycle	11. The definition of a significant update to TAw Strategy (which therefore requires stakeholder comment before approval) is at the discretion of the OCD or Sponsor, but is likely to include any of the following circumstances: a. Changes in scope or approach to the delivery of TAw (perhaps because the assumptions that were made in the original TAw Strategy proved to be incorrect). b. Changes in commercial arrangements that have the potential to impact Air Safety. c. Significant changes in the Air System operating environment and / or usage. d. Planning the delivery of Airworthiness in a new stage of the CADMID/T cycle. e. Significant changes in legislation, regulation or policy.	Y
5011[01]	[01]	Authorized	RA Rationale	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.	Y
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.	Y
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.	Y
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).	Y

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.	Y
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.	Y
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	Y
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.	Y
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).	Y
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.	Y

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.	Y
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.	Y
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).	Y
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.	Y
5011[01](01)013	[01]	Authorized	GM	Type Airworthiness Safety Management System	13. RA 1200 requires all ADH-Facing organizations to have an ASMS[1]. This RA supports and complements the standing ASMS requirements by highlighting aspects which require specific TAw focus.	Y
5011[01](01)014	[01]	Authorized	GM	Type Airworthiness Safety Management System - Hazard Management Process	14. The TAA and / or TAM is expected to manage a variety of Hazards to ensure that the Air System can be operated without significant Hazard. A subset of this Hazard management activity is the management of Hazards associated with RtL, which require management at ADH / AM(MF) level. In these cases, the TAA / TAM will propose an As Low As Reasonably Practicable position and communicate this to the ADH / AM(MF), for formal acknowledgement and a decision on tolerability.	Y
5011[01](01)015	[01]	Authorized	GM	Type Airworthiness Safety Management System - Hazard Management Process	15. The recording of TAw Hazards is best achieved through a Hazard Log[20] that supports the legal requirement for an ADH / AM(MF) to ensure that Risk Assessments are carried out[13]. Hazard attributes will, therefore, need to complement their standardized approach to managing RtL. [20] As defined within MAA02, the term Hazard Log refers to the approach, not a specific tool. It accommodates a range of tools which can be used to record and manage Risk.	Y
5011[01](01)016	[01]	Authorized	GM	Type Airworthiness Safety Management System - Hazard Management Process	16. A Hazard Log accounts for Hazards, a subset of which contribute to RtL. It is expected to incorporate information from a number of Hazard data sources.	Y

5011[01](01)017	[01]	Authorized	GM	Type Airworthiness Safety Management System - Hazard Management Process	17. Where Hazards are managed by external organizations, including where the Air System DO manages the Type Certificate, the Hazard Log will need to incorporate information resulting from clear and robust interfaces with these organizations.	Y
5011[01](01)018	[01]	Authorized	GM	Type Airworthiness Safety Management System - Hazard Management Process	18. The Hazard Log may need to absorb information on transient / emerging Hazards, due to DE&S driven Occurrence / Fault investigations, global Faults which have not yet been addressed by appropriate mandatory, advisory and deferred instructions[21], or proactive investigations identified through Integrity management activity. This allows the transient Hazard to be assessed and communicated to the SRO, ADH or AM(MF). [21] Such as Airworthiness Directive or Service Bulletin activity. Refer to RA 5805 – Airworthiness Directives and Service Bulletins (MRP Part 21 Subpart A).	Y
5011[01](01)019	[01]	Authorized	GM	Type Airworthiness Safety Management System - Hazard Management Process	19. To fully identify Hazards, TAAs and / or TAMs will need to consider any exemptions and concessions attached to a Type Certificate, as well as additional Hazards caused by certification non-compliances and changes in context from a previously certified civil or military usage.	Y
5011[01](01)020	[01]	Authorized	GM	Type Airworthiness Safety Management System - Type Airworthiness Safety Panel (TAWSP)	20. The TAWSP may be referred to by a different title (such as a Platform or Project Safety Panel), providing all regulatory requirements are appropriately met.	Y
5011[01](01)021	[01]	Authorized	GM	Type Airworthiness Safety Management System - Type Airworthiness Safety Panel (TAWSP)	21. The TAWSP will include representatives from the following areas as appropriate: a. The TAA and / or TAM organization (technical, contracts and finance officers as required). b. Other relevant TAA, TAM or Commodity CE. c. Front Line Command Capability Organization. d. Continuing Airworthiness Management Organization. e. Release To Service (RTS) Authority. f. ADH and AM(MF). g. Co-ordinating Design Organization (CDO) / DO. h. The appropriate Test and Evaluation organization. i. Defence Aircrew Publications Squadron or competent appointed contractor. j. ISA. k. DE&S OC Safety Team. l. Specialist advisers where appropriate.	Y
5011[01](01)022	[01]	Authorized	GM	Type Airworthiness Safety Management System - Type Airworthiness Safety Panel (TAWSP)	22. The SRO, ADH or AM(MF) involvement with the TAWSP will vary dependant on project phase. For each phase the relative role of the TAA and / or TAM, Commodity CE, SRO, ADH or AM(MF) will need to be described in the SMP, and when appropriate, in an Internal Business Agreement (or equivalent).	Y
5011[01](01)023	[01]	Authorized	GM	Type Airworthiness Safety Management System - Type Airworthiness Safety Panel (TAWSP)	23. To support the TAWSP the TAA and / or TAM may establish one or more Working Groups (WGs) (proportionate to the scale of the Project). Possible examples include a WG to assess Hazards or review the Integrity of specific systems.	Y

5011[01](01)024	[01]	Authorized	GM	Type Airworthiness Safety Management System - Independent Audit	24. ISA assurance will cover such activities as (but not limited to) the TAwSP and supporting products, RTS WG, TAA and / or TAM organizational processes, and DO Safety Management documentation.	Y
5011[01](01)025	[01]	Authorized	GM	Type Airworthiness Safety Management System - Independent Audit	25. Care will need to be taken to ensure that independent auditing of the TAw SMS is undertaken by demonstrably Suitably Qualified and Experienced Person(s) or organization(s) that are not unduly influenced by commercial, peer or rank / status pressures.	Y
5011[01](01)026	[01]	Authorized	GM	Type Airworthiness Safety Management System - Independent Audit	26. Def Stan 00-056 states that the appointment of an ISA will be at the sole discretion of the MOD. Early appointment will allow the ISA to engage with the DO and better assess early versions of the SMP, assist with tendering and provide Safety advice throughout the project's life. The ISA could also provide generic Safety advice about the TAw SMS to the Type Airworthiness organization, the DO and other stakeholders.	Y
5011[01](01)027	[01]	Authorized	GM	Type Airworthiness Safety Management System - Independent Audit	27. It is acceptable for the ISA and Independent Technical Evaluator (ITE[14]) to be involved in the joint working environment between the TAw organization and DO; for example in a Hazard Log WG or in a Combined Test Team approach. Duplication of effort will be avoided if the ISA and ITE work collaboratively with the MOD and DO so that their assessments can be incorporated in the overall project schedule.	Y
5011[01](01)028	[01]	Authorized	GM	Type Airworthiness Safety Management System - Independent Audit	28. It is important that the ISA and ITE work is conducted on behalf of the TAA and / or TAM and that any advice they may have about the design and / or Safety is directed to them.	Y
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.	Y
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.	Y
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.	Y

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.	Y
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.	Y
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.	Y
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).	Y
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.	Y
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).	Y

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.	Y
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.	Y
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.	Y
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.	Y
5012[01](01)012	[01]	Authorized	GM	Type Airworthiness Safety Assessment	12. The TASA will need to be treated as Airworthiness information[12]. [12] Refer to RA 1223 – Airworthiness Information Management.	Y
5012[01](01)013	[01]	Authorized	GM	Type Airworthiness Safety Assessment	13. The TAw Strategy will define the TASA boundaries and articulate commodity items that are controlled by the TAw Safety Management System. Therefore, the claim(s), arguments and supporting body of evidence within the TASA can include Equipment Not Basic to the Air System (ENBAS)[13]; Air Launched Weapons (ALW)[14]; and Commodity Delivery Team[15] Safety Assessments and integration evidence, in addition to TAA-sourced Type Design artefacts and other externally provided assessments, such as those provided by Defence Aircrew Publications Squadron (DAPS)[16] or ITE. This relationship of artefacts is shown in Figure 1. [13] Refer to RA 1340 – Equipment Not Basic to the Air System. [14] Refer to RA 1350 – Air Launched Weapon Release. [15] Refer to RA 5013 – Air Safety Management of Equipment and Commodity Items. [16] A Safety Assessment provided by DAPS is an example of an appropriate independent operator evaluation.	Y
5012[01](01)014	[01]	Authorized	GM	Type Airworthiness Safety Assessment	14. Figure 1 highlights that it is possible for some commodity items to be excluded from the TAw Strategy. In these cases the Commodity Delivery Team Safety Management System (SMS) will interact directly with the ASSC (and hence the Aviation Duty Holder / Accountable Manager (Military Flying) Air Safety Management System) without recourse to the TAw SMS.	Y
5012[01](01)015	[01]	Authorized	GM	Type Airworthiness Safety Assessment - TASAR	15. The initial TASAR supports the ASSC to enable activation on the Military Aircraft Register. The TASAR does not then require reissue prior to each ASSC review. Reviewing the TASAR for continued validity at the TAwSP provides the basis for the TAw input to the ASSC.	Y

5012[01](01)016	[01]	Authorized	GM	Type Airworthiness Safety Assessment - TASAR	16. In addition to the requirements listed in this RA, the TAA or TAM may choose to update the TASAR with an Addendum, including a declaration that the content of the Addendum does not alter the validity of the claims, arguments or evidence within the TASAR main body. Such an update may be required following counter-evidence identified through Fault Reporting and Data Exploitation activities[17], or a change of information from TAwSP review or other source of evidence, as long as the circumstances are not listed in this RA as requiring a complete new issue. [17] Refer to RA 1207 – Air Safety Data Management and Exploitation.	Y
5012[01](01)017	[01]	Authorized	GM	Type Airworthiness Safety Assessment - TASAR	17. Following a major TDC, it is expected the TASAR will uplifted. By exception, if the change has minimal impact to the TASAR, the TAA / TAM may request the Safety Assessment for the change is captured in an addendum rather than a re-issue of the TASAR. This request will be submitted as part of the Form 30 process[10].	Y
5012[01](01)018	[01]	Authorized	GM	Type Airworthiness Safety Assessment - TASAR	18. The guidance provided within Def Stan 00-056 is one method of achieving a suitable TASAR structure.	Y
5012[01](01)019	[01]	Authorized	GM	Type Airworthiness Safety Assessment - Safety Analysis	19. The TAA or TAM will need to ensure that, where applicable, the TASA: a. Addresses any differences in the operating environment and usage from those in the certification basis of the competent certifying body. b. Addresses the Risks and mitigations of not complying with UK legislation and standards.	Y
5012[01](01)020	[01]	Authorized	GM	Type Airworthiness Safety Assessment - Safety Analysis	20. Safety analysis will be carried out on new Air Systems and subsequent changes, in support of claims and arguments within a TASA, by the equipment DO, or by specialist agencies contracted by the TAw organization.	Y
5012[01](01)021	[01]	Authorized	GM	Type Airworthiness Safety Assessment - Safety Analysis	21. The justification of the TAw of the design requires addressing both new equipment and systems, and the effect of subsequent changes to the Type Design[18]. [18] Refer to RA 5810 – Military Type Certificate (MRP Part 21 Subpart B).	Y
5012[01](01)022	[01]	Authorized	GM	Type Airworthiness Safety Assessment - Safety Analysis	22. The evidence for demonstration of TAw may include design analysis, successful application of specified procedures and standards (such as Def Stan 00-970[20]) with any shortfalls addressed and agreed by the MAA, historical evidence of successful use of particular design features, and results of tests and trials carried out by the DO and ITE organizations, to arrive at an overall assessment of Airworthiness. [20] Refer to Def Stan 00-970 – Certification Specifications for Airworthiness	Y
5012[01](01)023	[01]	Authorized	GM	Type Airworthiness Safety Assessment - Commercial Off The Shelf (COTS) Systems and Software	23. The TAA or TAM for projects involving the use of COTS systems or software will need to ensure that the Safety Assessment contains an adequate Safety justification for the COTS components.	Y

5012[01](01)024	[01]	Authorized	GM	Type Airworthiness Safety Assessment - Commercial Off The Shelf (COTS) Systems and Software	24. Guidance on the Safety Assessment of COTS systems is contained in Def Stan 00-056[7]. Guidance on the assessment of Programmable Elements of Unknown Pedigree is available within the Knowledge in Defence portal[19]. Ultimately, Def Stan 00-970[20] refers to acceptable standards for Programmable Elements. [19] Knowledge in Defence Portal: https://www.gov.uk/guidance/knowledge-in-defence-kid .	Y
5012[01](01)025	[01]	Authorized	GM	Type Airworthiness Safety Assessment - Independent Evaluation and Audit	25. ITE Assurance will consist of independent analysis of the data evidence supporting the TASA, including, where appropriate[21], a qualitative assessment of Air System handling, Human Machine Interface (HMI) and crew workload. [21] As decided by the Senior Responsible Officer (SRO) or receiving Operating Duty Holder (ODH).	Y
5012[01](01)026	[01]	Authorized	GM	Type Airworthiness Safety Assessment - Independent Evaluation and Audit	26. Care will need to be taken to ensure that independent auditing of the TASA is undertaken by Suitably Qualified and Experienced Person(s) or organization(s) that are not unduly influenced by commercial, peer or rank / status pressures.	Y
5012[01](01)027	[01]	Authorized	GM	Type Airworthiness Safety Assessment - Independent Evaluation and Audit	27. Multiple ITEs may be employed to provide evaluation of different aspects of a TASA.	Y
5012[01](01)028	[01]	Authorized	GM	Type Airworthiness Safety Assessment - Independent Evaluation and Audit	28. Where a contractor is employed as ITE, it is important that this is exclusively by the TAA or TAM to act on their behalf and not via the Prime Contractor and / or DO; with any advice the ITE may have about the design and / or Safety directed to TAA or TAM. It is noted that if the MOD has the required competence and level of independence, then this independent technical evaluation could be provided from within the MOD.	Y
5012[01](01)029	[01]	Authorized	GM	Type Airworthiness Safety Assessment - Independent Evaluation and Audit	29. It is acceptable for the ISA and ITE to be involved in the joint working environment between the TAw organization and DO; for example, in a Hazard Log Working Group or in a Combined Test Team approach. Duplication of effort will be avoided if the ISA and ITE work collaboratively with the MOD and DO so that their assessments can be incorporated in the overall project schedule.	Y
5013[02]	[02]	Authorized	RA Rationale	5013 - RA (Issue 2) - 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.	N
5013[02](00)	[02]	Authorized	Regulation	5013() - Regulation - Definitions Relevant to this RA	1. ► ◄	N

5013[02](00)	[02]	Authorized	Regulation	5013() - Regulation - Definitions Relevant to this RA	2. Commodity Chief Engineer (CE). The Commodity CE ► as a Letter of Air Safety Notification (LoAN) holder4, ◀ is a generic title for the suitably qualified 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 Principa lEngineer. 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. ◀	N
5013[02](01)	[02]	Authorized	Regulation	5013(1) - Regulation - Air Safety Management of Equipment and Commodity Items	The Commodity CE shall be responsible for the Air Safety Management of the equipment.	N
5013[02](01)003	[02]	Authorized	AMC	5013(1).3 - AMC - Air Safety Management of Equipment and Commodity Items	3. 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 12001	N
5013[02](01)004	[02]	Authorized	AMC	5013(1).4 - 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 stakeholders6. 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)), Defence Equipment and Support (DE&S) Operating Centre Director, Sponsor, and all relevant TAAs, TAMs and Commodity CEs.	N

5013[02](01)005	[02]	Authorized	AMC	5013(1).5 - 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 SMS7 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 activities9. 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 management10, Air Safety Data Management and Exploitation11. 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.	N
5013[02](01)006	[02]	Authorized	AMC	5013(1).6 - 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.	N
5013[02](01)007	[02]	Authorized	AMC	5013(1).7 - 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.	N
5013[02](01)008	[02]	Authorized	AMC	5013(1).8 - 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 Management12. 12 Refer to Manual of Air Safety (MAS), Figure 4 – The Risk Management Cycle.	N

5013[02](01)009	[02]	Authorized	AMC	5013(1).9 - AMC - Air Safety Management of Equipment and Commodity Items - Hazard Management Process	9. As a subset of this Hazard management process¹³, 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 / TAM¹⁵ 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.	N
5013[02](01)010	[02]	Authorized	AMC	5013(1).10 - 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 products¹⁶. 16 Refer to RA 5013(2): Air Safety Assessment of Equipment and Commodity Items	N
5013[02](01)011	[02]	Authorized	AMC	5013(1).11 - 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 changes¹⁷ 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 Reporting¹⁸, Occurrence Reporting¹⁹, Data Exploitation¹¹ and Air System Integrity Management activity¹⁵, 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 SPS²⁰. 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.	N
5013[02](01)012	[02]	Authorized	AMC	5013(1).12 - 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.	N
5013[02](01)013	[02]	Authorized	AMC	5013(1).13 - 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 meetings²¹. 21 Such as a DO Project Safety Committee (PSC).	N

5013[02](01)014	[02]	Authorized	AMC	5013(1).14 - AMC - Air Safety Management of Equipment and Commodity Items - Independent Audit	14. The Commodity CE should ensure either that a Commodity SPS20 is produced, or that the required information is provided to support the Air System SPS.	N
5013[02](01)015	[02]	Authorized	GM	5013(1).15 - GM - Air Safety Management of Equipment and Commodity Items	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	N
5013[02](01)016	[02]	Authorized	GM	5013(1).16 - GM - Air Safety Management of Equipment and Commodity Items	16. A Commodity DT SMS will appropriately address the requirements of RA 12001. RA 5013(1) contains specific requirements for a Commodity DT SMS, which augment and complement the standing requirements of RA 1200.	N
5013[02](01)017	[02]	Authorized	GM	5013(1).17 - GM - Air Safety Management of Equipment and Commodity Items	17. ► Where the TAM has regulatory responsibility for the Air System, they are expected to ensure appropriate SMS arrangements, including the management of Hazards, are in place to meet the requirements of RA 1200 for commodity items not provided by a DE&S Commodity DT. ◄	N
5013[02](01)018	[02]	Authorized	GM	5013(1).18 - GM - Air Safety Management of Equipment and Commodity Items	18. A TAW Strategy is not mandated for equipment and commodity items, but there is a requirement for the SMP to detail how it interfaces with the Air System TAW SMS7 and / or the ASSC3	N
5013[02](01)019	[02]	Authorized	GM	5013(1).19 - GM - Air Safety Management of Equipment and Commodity Items - Hazard Management Process	19. The Commodity CE is expected to manage a variety of Hazards. A subset of this Hazard management activity is the management of Hazards associated with RtL, which require management at ADH / AM(MF) level. In these cases, the Commodity CE will communicate this to the TAA / TAM15 or ADH / AM(MF) for formal acknowledgement and a decision on Tolerability.	N
5013[02](01)020	[02]	Authorized	GM	5013(1).20 - GM - Air Safety Management of Equipment and Commodity Items - Hazard Management Process	20. The recording of Commodity DT Hazards is best achieved through a Hazard Log22 that supports the legal requirement for an ADH / AM(MF) to ensure that Risk Assessments are carried out14. Hazard attributes will, therefore, need to complement their standardized approach to managing RtL. 22 As defined within MAA02 – MAA Master Glossary, the term Hazard Log refers to the approach, not a specific tool. It accommodates a range of tools which can be used to record and manage Risk.	N
5013[02](01)021	[02]	Authorized	GM	5013(1).21 - GM - Air Safety Management of Equipment and Commodity Items - Hazard Management Process	21. A Hazard Log accounts for Hazards, a subset of which contribute to RtL. It is expected to incorporate information from a number of Hazard data sources.	N
5013[02](01)022	[02]	Authorized	GM	5013(1).22 - GM - Air Safety Management of Equipment and Commodity Items - Hazard Management Process	22. Where Hazards are managed by external organizations, the Hazard Log will need to incorporate information resulting from clear and robust interfaces with these organizations.	N
5013[02](01)023	[02]	Authorized	GM	5013(1).23 - GM - Air Safety Management of Equipment and Commodity Items - Hazard Management Process	23. The Hazard Log may need to absorb information on transient / emerging Hazards, due to DE&S driven Occurrence / Fault investigations, global Faults which have not yet been addressed by appropriate mandatory, advisory and deferred instructions, or proactive investigations identified through Integrity Management activity. This allows the transient Hazard to be assessed and communicated to the TAA / TAM15, SRO, ADH or AM(MF).	N

5013[02](01)024	[02]	Authorized	GM	5013(1).24 - GM - Air Safety Management of Equipment and Commodity Items - Safety Panel	24. A Commodity CE may choose to group multiple similar equipment types into one Safety Panel or hold standalone Safety Panels, providing each equipment or commodity item is reviewed every 6 months.	N
5013[02](01)025	[02]	Authorized	GM	5013(1).25 - GM - Air Safety Management of Equipment and Commodity Items - Safety Panel	25. The Safety Panel will include representatives from the following areas as appropriate: a. The Commodity DT (technical, contracts and finance officers as required). b. Other relevant TAA, TAM or Commodity CE. c. Front Line Command Capability Organization. d. Continuing Airworthiness Management Organization. e. Release To Service Authority. f. ADH and AM(MF). g. Co-ordinating Design Organization (CDO) / DO. h. The appropriate Test and Evaluation organization. i. Defence Aircrew Publications Squadron (DAPS) or competent appointed contractor. j. ISA. k. DE&S Operating Centre Safety Team. l. Specialist advisers where appropriate.	N
5013[02](01)026	[02]	Authorized	GM	5013(1).26 - GM - Air Safety Management of Equipment and Commodity Items - Safety Panel	26. SRO, ADH, AM(MF), TAA or TAM involvement with the Safety Panel will vary dependant on project phase; for each phase the relative role of the Commodity CE, TAA, TAM, SRO, ADH or AM(MF) will need to be described in the SMP, and when appropriate, in an Internal Business Agreement.	N
5013[02](01)027	[02]	Authorized	GM	5013(1).27 - GM - Air Safety Management of Equipment and Commodity Items - Safety Panel	27. To support the Safety Panel the Commodity CE may establish one or more Working Groups (WGs) (proportionate to the scale of the Project). Possible examples include a WG to assess Hazards or review the integrity of specific systems.	N
5013[02](01)028	[02]	Authorized	GM	5013(1).28 - GM - Air Safety Management of Equipment and Commodity Items - Independent Audit	28. ISA Assurance will cover such activities as (but not limited to) the Safety Panel and supporting products, Commodity DT organizational processes, and DO Safety Management documentation.	N
5013[02](01)029	[02]	Authorized	GM	5013(1).29 - GM - Air Safety Management of Equipment and Commodity Items - Independent Audit	29. Care will need to be taken to ensure that independent auditing of the SMS is undertaken by demonstrably Suitably Qualified and Experienced Person(s) or organization(s) that are not unduly influenced by commercial, peer or rank / status pressures.	N
5013[02](01)030	[02]	Authorized	GM	5013(1).30 - GM - Air Safety Management of Equipment and Commodity Items - Independent Audit	30. Def Stan 00-056 states that the appointment of an ISA will be at the sole discretion of the MOD. Early appointment will allow the ISA to engage with the DO and better assess early versions of the SMP, assist with tendering and provide Safety advice throughout the project's life. The ISA could also provide generic Safety advice about the SMS to the DT, the DO and other stakeholders.	N
5013[02](01)031	[02]	Authorized	GM	5013(1).31 - GM - Air Safety Management of Equipment and Commodity Items - Independent Audit	31. It is acceptable for the ISA and Independent Technical Evaluator (ITE) 16 to be involved in the joint working environment between the Commodity DT and DO; for example, in a Hazard Log WG or in a Combined Test Team approach. Duplication of effort will be avoided if the ISA and ITE work collaboratively with the MOD and DO so that their assessments can be incorporated in the overall project schedule.	N

5013[02](01)032	[02]	Authorized	GM	5013(1).32 - GM - Air Safety Management of Equipment and Commodity Items - Independent Audit	32. It is important that the ISA and ITE work is conducted on behalf of the Commodity CE and that any advice they may have about the design and / or Safety is directed to them.	N
5013[02](02)	[02]	Authorized	Regulation	5013(2) - Regulation - Air Safety Assessment of Equipment and Commodity Items	The Commodity CE shall own and manage a Safety Assessment.	N
5013[02](02)033	[02]	Authorized	AMC	5013(2).33 - 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 ► 23 ◀. 23 ► These include items being installed in the Air System as part of the Type Design (see RA 5810 – Military Type Certificate (MRP Part 21 Subpart B) / RA 5305 – In-Service Design Changes), Aircrew Equipment Assemblies etc that are required to be worn to comply with Type Design requirements, and	N
5013[02](02)034	[02]	Authorized	AMC	5013(2).34 - 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.	N
5013[02](02)035	[02]	Authorized	AMC	5013(2).35 - 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.	N
5013[02](02)036	[02]	Authorized	AMC	5013(2).36 - AMC - Air Safety Assessment of Equipment and Commodity Items	36. ► ◀	N
5013[02](02)037	[02]	Authorized	AMC	5013(2).37 - 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 OIU where applicable10. 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. 24 Refer to Def Stan 00-056 – Safety Management Requirements for Defence Systems. 25 Including where appropriate reference to the Support Policy Statement. Refer to RA 5407 – Support Policy Statement	N
5013[02](02)038	[02]	Authorized	AMC	5013(2).38 - 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.	N
5013[02](02)039	[02]	Authorized	AMC	5013(2).39 - 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 ASSC3 .	N

5013[02](02)040	[02]	Authorized	AMC	5013(2).40 - 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).	N
5013[02](02)041	[02]	Authorized	AMC	5013(2).41 - 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.	N
5013[02](02)042	[02]	Authorized	AMC	5013(2).42 - 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.	N
5013[02](02)043	[02]	Authorized	AMC	5013(2).43 - 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.	N
5013[02](02)044	[02]	Authorized	AMC	5013(2).44 - 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.	N
5013[02](02)045	[02]	Authorized	GM	5013(2).45 - GM - Air Safety Assessment of Equipment and Commodity Items	45. The Safety Assessment will need to be treated as Airworthiness information ²⁷ . 27 Refer to RA 1223 – Airworthiness Information Management.	N
5013[02](02)046	[02]	Authorized	GM	5013(2).46 - GM - Air Safety Assessment of Equipment and Commodity Items	46. Before completing the Safety Assessment, the Commodity CE will need to understand the context in which the assessment will be used by the TAA / TAM or ODH / AM(MF). The TAA / TAM may use the Safety Assessment to support the Type Design assessment or to enable the use of Equipment Not Basic to the Air System (ENBAS).	N
5013[02](02)047	[02]	Authorized	GM	5013(2).47 - GM - Air Safety Assessment of Equipment and Commodity Items	47. The Commodity Safety Assessment, such as for a life raft, may be incorporated within the TASA alongside a number of Commodity items, in addition to integration information and Configuration Control activity. However, some Commodity DTs may provide assets directly to the ODH / AM(MF), such as a Portable Electronic Device (PED). In these cases, the Safety Assessment, integration and Configuration Control activity is provided to the ODH / AM(MF) and incorporated directly in the ASSC. This relationship of artefacts is shown in Figure 1[28]. 28 A Safety Assessment provided by DAPS is an example of an appropriate independent operator evaluation.	N

5013[02](02)048	[02]	Authorized	GM	5013(2).48 - GM - Air Safety Assessment of Equipment and Commodity Items	48. A Safety Assessment may be produced for an individual equipment or commodity item, or may be provided as combined Safety Assessment for multiple items, in order to be appropriate and proportionate to the level of RtL presented by the particular equipment.	N
5013[02](02)049	[02]	Authorized	GM	5013(2).49 - GM - Air Safety Assessment of Equipment and Commodity Items	49. When scaling the proportionality of a Safety Assessment, any assessment on the level of RtL will be made in consultation with all relevant TAA / TAM and ADH / AM(MF) accordingly.	N
5013[02](02)050	[02]	Authorized	GM	5013(2).50 - GM - Air Safety Assessment of Equipment and Commodity Items	50. Whether a Safety Assessment is for one or more item, there is a requirement for clear articulation on the extent of the clearance, and the limitations for use relating to specific Air Systems or roles.	N
5013[02](02)051	[02]	Authorized	GM	5013(2).51 - GM - Air Safety Assessment of Equipment and Commodity Items - Safety Assessment Report	51. The scale of a Commodity CE Safety Assessment Report will be proportionate to the Hazards and the level of RtL presented by the particular equipment.	N
5013[02](02)052	[02]	Authorized	GM	5013(2).52 - GM - Air Safety Assessment of Equipment and Commodity Items - Safety Assessment Report	52. The initial Safety Assessment Report supports the ASSC (in some cases via the TASA) to enable activation on the military register. The Safety Assessment Report does not then require reissue prior to each ASSC review, but a valid Safety Assessment Report, reviewed at the Safety Panel, provides the basis for the input to the TASA and / or ASSC.	N
5013[02](02)053	[02]	Authorized	GM	5013(2).53 - GM - Air Safety Assessment of Equipment and Commodity Items - Safety Assessment Report	53. When an existing equipment or commodity item is being provided to a new Air System, the Commodity CE may choose (or be requested) to update an existing Safety Assessment Report as a complete new issue, to demonstrate current Safety Assessment activity to the TAA and / or TAM.	N
5013[02](02)054	[02]	Authorized	GM	5013(2).54 - GM - Air Safety Assessment of Equipment and Commodity Items - Safety Assessment Report	54. In addition to the requirements listed in this RA, the Commodity CE may choose to update the Safety Assessment Report with an Addendum, including a declaration that the content of the Addendum does not alter the validity of the claims, arguments or evidence within the Safety Assessment main body. Such an update may be required following counter-evidence identified through Fault Reporting and Data Exploitation activities ¹¹ , or a change of information from Safety Panel review or other source of evidence, as long as the circumstances are not listed in this RA as requiring a complete new issue.	N
5013[02](02)055	[02]	Authorized	GM	5013(2).55 - GM - Air Safety Assessment of Equipment and Commodity Items - Safety Assessment Report	55. If a proposed change drives a Major TDC to the Air System, but has minimal impact to the Safety Assessment Report, the Commodity CE may request the Safety Assessment for the change is captured in an addendum rather than a re-issue of the report. This request will be submitted by the relevant TAA / TAM as part of the Form 30 process ²⁶ .	N
5013[02](02)056	[02]	Authorized	GM	5013(2).56 - GM - Air Safety Assessment of Equipment and Commodity Items - Safety Assessment Report	56. The guidance provided within Def Stan 00-056 may be regarded as one method of achieving a suitable Safety Assessment Report structure.	N

5013[02](02)057	[02]	Authorized	GM	5013(2).57 - GM - Air Safety Assessment of Equipment and Commodity Items - Safety Analysis	57. The Commodity CE will need to ensure that, where applicable, the Safety Assessment: a. Addresses any differences in the operating environment and usage from those in the certification basis of the competent certifying body. b. Addresses the Risks and mitigations of not complying with UK legislation and standards.	N
5013[02](02)058	[02]	Authorized	GM	5013(2).58 - GM - Air Safety Assessment of Equipment and Commodity Items - Safety Analysis	58. Safety analysis will be carried out on new equipment and subsequent changes, in support of claims and arguments within a Safety Assessment, by the equipment DO, or by specialist agencies contracted by the Commodity DT. Commercial Off The Shelf (COTS) Systems and Softwar	N
5013[02](02)059	[02]	Authorized	GM	5013(2).59 - GM - Air Safety Assessment of Equipment and Commodity Items - Commercial Off The Shelf (COTS) Systems and Software	59. The Commodity CE for projects involving the use of COTS systems or software will need to ensure that the Safety Assessment contains an adequate Safety justification for the COTS components. 60. Guidance on the Safety Assess	N
5013[02](02)060	[02]	Authorized	GM	5013(2).60 - GM - Air Safety Assessment of Equipment and Commodity Items - Commercial Off The Shelf (COTS) Systems and Software	60. Guidance on the Safety Assessment of COTS systems is contained in Def Stan 00-05624 . Guidance on the assessment of Programmable Elements of Unknown Pedigree is available within the Knowledge in Defence portal ²⁹ . Ultimately, Def Stan 00-97030 refers to acceptable standards for Programmable Elements. 29 Knowledge in Defence Portal: https://www.gov.uk/guidance/knowledge-in-defence-kid . 30 Refer to Def Stan 00-970 – Certification Specifications for Airworthiness.	N
5013[02](02)061	[02]	Authorized	GM	5013(2).61 - GM - Air Safety Assessment of Equipment and Commodity Items - Independent Evaluation and Audit	61. ITE Assurance will consist of independent analysis of the evidence supporting the Safety Assessment, including, where appropriate ³¹ , a qualitative assessment of Air System handling, Human Machine Interface (HMI) and crew workload. 31 As decided by the SRO or receiving ODH.	N
5013[02](02)062	[02]	Authorized	GM	5013(2).62 - GM - Air Safety Assessment of Equipment and Commodity Items - Independent Evaluation and Audit	62. Care will need to be taken to ensure that independent Auditing of the Safety Assessment is undertaken by demonstrably Suitably Qualified and Experienced Person(s) or organization(s) that are not unduly influenced by commercial, peer or rank / status pressures.	N
5013[02](02)063	[02]	Authorized	GM	5013(2).63 - GM - Air Safety Assessment of Equipment and Commodity Items - Independent Evaluation and Audit	63. Multiple ITEs may be employed to provide evaluation of different aspects of a Safety Assessment.	N
5013[02](02)064	[02]	Authorized	GM	5013(2).64 - GM - Air Safety Assessment of Equipment and Commodity Items - Independent Evaluation and Audit	64. Where a contractor is employed as ITE, it is important that this is exclusively by the Commodity CE to act on their behalf and not via the Prime Contractor and / or DO; with any advice the ITE may have about the design and / or Safety directed to the Commodity CE. It is noted that if the MOD has the required competence, and based on the level of acceptable Risk, then this independent technical evaluation could be provided from within the MOD.	N

5013[02](02)065	[02]	Authorized	GM	5013(2).65 - GM - Air Safety Assessment of Equipment and Commodity Items - Independent Evaluation and Audit	65. It is acceptable for the ISA and ITE to be involved in the joint working environment between the DT and DO; for example, in a Hazard Log WG or in a Combined Test Team approach. Duplication of effort will be avoided if the ISA and ITE work collaboratively with the MOD and DO so that their assessments can be incorporated in the overall project schedule.	N
5103[07]	[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.	Y
5103[07](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.	Y
5103[07](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.	Y
5103[07](01)002	[07]	Authorized	AMC	5103(1).2 - AMC - Requirement and Scope for Certificate of Design DO AMC	2. 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.	Y

5103[07](01)003	[07]	Authorized	AMC	5103(1).3 - AMC - Requirement and Scope for Certificate of Design DO AMC	3. 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.	Y
5103[07](01)004	[07]	Authorized	AMC	5103(1).4 - AMC - Requirement and Scope for Certificate of Design DO AMC	4. 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.	Y
5103[07](01)005	[07]	Authorized	GM	5103(1).5 - GM - Requirement and Scope for Certificate of Design DO GM	5. Scope of CofD. The CofD will cover the entirety of the specification. Therefore, it will cover both the Certification requirements from the agreed Type Certification Basis, together with other qualification requirements such as operational performance and maintainability. The CofD is a key element of the evidence required for compliance with Phase 4 of the Military Air Systems Certification Process (MACP) ⁷ . Similarly, exceptions and limitations with the CofD will be considered within the TAA Release To Service Recommendations ⁸ . ⁷ Refer to RA 5810 – Military Type Certificate (MRP Part 21 Subpart B). ⁸ Refer to the RA 1300 Series – Release To Service.	Y
5103[07](01)006	[07]	Authorized	GM	5103(1).6 - GM - Requirement and Scope for Certificate of Design DO GM	6. If the DO decides that re-qualification testing is considered necessary, they will advise the TAA or Commodity CE and explain any effect this will have on the CofD of the component or equipment. The DO will advise the TAA or Commodity CE of any significant changes to test requirements specified in the relevant production contract.	Y
5103[07](01)007	[07]	Authorized	GM	5103(1).7 - GM - Requirement and Scope for Certificate of Design DO GM	7. Where a modification is undertaken by an alternative DO ⁹ and intended for integration into an Air System it is generally expected that a single CofD be issued covering the complete installation. ⁹ Refer to RA 5305 – In-Service Design Changes	Y
5103[07](01)008	[07]	Authorized	GM	5103(1).8 - GM - Requirement and Scope for Certificate of Design DO GM	8. New or modified Air Systems, Products, Parts and Appliances – Use of existing evidence. If evidence supplied by the DO is based on civil-certificated designs, the DO may discuss with the TAA or Commodity CE to what extent the requirement for a CofD is satisfied by appropriately recognized artefacts such as Civil Aviation Authority / European Aviation Safety Agency (EASA) / Federal Aviation Administration Type Certificates and (European) Technical Standard Order ¹⁰ . ¹⁰ Refer to RA 5875 – (European) Technical Standard Order (MRP Part 21 Subpart O). .	Y
5103[07](01)009	[07]	Authorized	GM	5103(1).9 - GM - Requirement and Scope for Certificate of Design DO GM	9. RPAS. The CofD requirements for new RPAS are dependent on the RPAS category. The categories of RPAS are detailed in the relevant RA for the particular sub-category in the RA 1600 series ¹ . .	N
5103[07](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.	Y

5103[07](02)010	[07]	Authorized	AMC	5103(2).10 - AMC - Management and Authorization of Certificates of Design DO AMC	10. 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[11]. 11 Refer to RA 5850 – Military Design Approved Organization (MRP Part 21 Subpart J) .	Y
5103[07](02)011	[07]	Authorized	AMC	5103(2).11 - AMC - Management and Authorization of Certificates of Design DO AMC	11. 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 ► 12 ◀. i. Compliance documents and independent checking function. j. Any exceptions or limitations. k. Structural Integrity artefacts in support of the integrity baseline13 if applicable. l. Configuration Status Record or equivalent. m. ALW Structural Design Record14 (if applicable). n. A Safety Assessment iaw Defence Standard 00-05615 to demonstrate that the design is tolerably safe for the intended purpose. o. A statement that the change or repair has been approved under privilege11 (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 Exposition11 have been followed. s. TAA / Commodity CE acceptance signature. 12 ► Refer to RA 5820 – Changes in Type Design (MRP Part 21 Subpart D) and RA 5856 – Repairs (MRP Pt 21 Subpart	Y
5103[07](02)012	[07]	Authorized	AMC	5103(2).12 - AMC - Management and Authorization of Certificates of Design DO AMC	12. When produced a CofD is a key element of the Design Records and should be managed iaw RA 5301[6].	Y
5103[07](02)013	[07]	Authorized	AMC	5103(2).13 - AMC - Management and Authorization of Certificates of Design DO AMC - TAA / Commodity CE AMC	13. 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.	Y

5103[07](02)014	[07]	Authorized	AMC	5103(2).14 - AMC - Management and Authorization of Certificates of Design DO AMC - TAA / Commodity CE AMC	14. When signed by the MOD, the CofD should be returned to the originating DO for retention.	Y
5103[07](02)015	[07]	Authorized	GM	5103(2).15 - GM - Management and Authorization of Certificates of Design TAA / Commodity CE GM	15. Acceptance by the TAA or Commodity CE of the CofD does not imply acceptance of responsibility for the design, which remains with the DO.	Y
5212[06]	[06]	Authorized	RA Rationale	5212 - RA (Issue 6) - 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.	Y
5212[06](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.	Y
5212[06](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.	Y
5212[06](01)002	[06]	Authorized	AMC	5212(1).2 - AMC - Aircraft Weight and Moment Determination	2. 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.	Y

5212[06](01)003	[06]	Authorized	AMC	5212(1).3 - AMC - Aircraft Weight and Moment Determination	3. 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. ◀ 4 Refer to RA 5880 – Military Permit to Fly (Development) (MRP Part 21 Subpart P).	Y
5212[06](01)004	[06]	Authorized	GM	5212(1).4 - GM - Aircraft Weight and Moment Determination	4. The DO may use any suitable method of weighing that achieves the required accuracy.	Y
5212[06](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.	Y
5212[06](02)005	[06]	Authorized	AMC	5212(2).5 - AMC - Propulsion System Weight and Moment Data	5. The weight, moment, datum plane and reference points of the defined System should be recorded in the Configuration Status Record (CSR)5, and Interface Control Documents (ICD) where used. This should include the propeller, jet pipe, and other assemblies where separate from the declared engine configuration. 5 Refer to RA 5301 – Air System Configuration Management	Y
5212[06](02)006	[06]	Authorized	GM	5212(2).6 - GM - Propulsion System Weight and Moment Data	6. Nil.	Y
5212[06](03)	[06]	Authorized	Regulation	5212(3) - Regulation - Propulsion System Production Weight and Moment	The Propulsion System DO shall monitor and verify the weight and moment of new production Propulsion Systems.	Y
5212[06](03)007	[06]	Authorized	AMC	5212(3).7 - AMC - Propulsion System Production Weight and Moment	7. 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.	Y
5212[06](03)008	[06]	Authorized	GM	5212(3).8 - GM - Propulsion System Production Weight and Moment	8. Nil.	Y
5212[06](04)	[06]	Authorized	Regulation	5212(4) - Regulation - Measurement of Aircraft Weight and Moment	The TAA6 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.	Y

5212[06](04)009	[06]	Authorized	AMC	5212(4).9 - AMC - Measurement of Aircraft Weight and Moment	9. 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.	Y
5212[06](04)010	[06]	Authorized	GM	5212(4).10 - GM - Measurement of Aircraft Weight and Moment	10. TAAs and Continuing Airworthiness Management Organizations (CAMO) will be required to manage Aircraft weight and moment issues through life⁷. Where discrepancies are identified between the calculated weight and moment and actual measured values the TAA and CAMO are to agree actions for resolution⁸. 7 Refer to RA 4947 – Continuing Airworthiness Management – MRP Part M Sub Part G. 8 As required by RA 5726(5): Recovering Integrity.	Y
5219[06]	[06]	Authorized	RA Rationale	5219 - RA (Issue 6) - 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.	N
5219[06](01)	[06]	Authorized	Regulation	5219(1) - Regulation - Instrumentation and Flight Data Recorder Requirements	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 programme², in consultation with the Design Organization (DO) and / or selected Test and Evaluation (T&E) Organization. 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. 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. 2 Refer to RA 2370 – Test and Evaluation.	N

5219[06](01)001	[06]	Authorized	AMC	5219(1).1 - 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).	N
5219[06](01)002	[06]	Authorized	AMC	5219(1).2 - 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 13.4.3.25. 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	N
5219[06](01)003	[06]	Authorized	AMC	5219(1).3 - 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.	N
5219[06](01)004	[06]	Authorized	AMC	5219(1).4 - 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.	N
5219[06](01)005	[06]	Authorized	AMC	5219(1).5 - 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.	N
5219[06](01)006	[06]	Authorized	GM	5219(1).6 - GM - Instrumentation and Flight Data Recorder Requirements	6. The TAA may assist the DO / selected T&E organization by obtaining and / or modifying Instrumentation and equipment when by so doing there are advantages to the flight trials programme.	N
5219[06](01)007	[06]	Authorized	GM	5219(1).7 - GM - Instrumentation and Flight Data Recorder Requirements	7. On removing the temporary fit Instrumentation, the Air System will be returned to its original configuration. Any changes that remain have to be correctly documented and managed.	N
5219[06](02)	[06]	Authorized	Regulation	5219(2) - Regulation - Identification of Instrumentation	When Instrumentation is installed in a Military Registered Air System it shall be marked in order that its experimental nature is readily identified.	N
5219[06](02)008	[06]	Authorized	AMC	5219(2).8 - 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.	N
5219[06](02)009	[06]	Authorized	GM	5219(2).9 - GM - Identification of Instrumentation	9. Def-Stan 61-126 part 33 requires that all cables be identified on the outside surface and details the coding system to be used. 6 Refer to Def-Stan 61-12 – Wires Cords, and Cables Electrical Metric Units.	N

5219[06](02)010	[06]	Authorized	GM	5219(2).10 - GM - Identification of Instrumentation	10. Mil Hdbk 5167 refers to the use of Mil Std 277338 for test equipment which details that all test equipment including cabling be orange (BS 381 colour 592 or equivalent) or marked with orange. 7 Refer to Mil Hdbk 516 – Airworthiness Certification Criteria. 8 Refer to Mil Std 27733 – Modification and Marking Requirements for Test Equipment in Aerospace Vehicles and Related Support Equipment.	N
5219[06](02)011	[06]	Authorized	GM	5219(2).11 - GM - Identification of Instrumentation	11. The requirements of this regulation do not apply to equipment which is under test.	N
5301[06]	[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 (TAW) 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 (CM) 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.	Y
5301[06](01)	[06]	Authorized	Regulation	5301(1) - RA (Issue 6) - 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). ◀	Y
5301[06](01)001	[06]	Authorized	AMC	5301(1).1 - Regulation - Configuration Management Principles	1. 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.	Y
5301[06](01)002	[06]	Authorized	AMC	5301(1).2 - AMC - Configuration Management Principles	2. A CMP should be maintained throughout the life of the Air System (including related Products, Parts, Appliances), Airborne Equipment and ALW.	Y
5301[06](01)003	[06]	Authorized	AMC	5301(1).3 - AMC - Configuration Management Principles	3. 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.	Y
5301[06](01)004	[06]	Authorized	AMC	5301(1).4 - AMC - Configuration Management Principles	4. 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 DOs may use different terminology but CCB is used throughout this Regulation for convenience to describe the management board responsible for dispositioning design changes.	Y

5301[06](01)005	[06]	Authorized	AMC	5301(1).5 - AMC - Configuration Management Principles	5. 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 authority⁴ : a. TAA5 or Commodity CE (Chair⁶). b. Representative(s) of the DO(s) affected (Chair⁷). 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 Design Organization (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 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 ►not UK MOD-owned, 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. 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	Y
5301[06](01)006	[06]	Authorized	AMC	5301(1).6 - AMC - Configuration Management Principles	6. ► 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. ◀	Y
5301[06](01)007	[06]	Authorized	AMC	5301(1).7 - AMC - Configuration Management Principles	7. 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 Records¹¹. 11 Refer to MAA02: MAA Master Glossary.	Y

5301[06](01)008	[06]	Authorized	AMC	5301(1).8 - AMC - Configuration Management Principles	8. 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 date¹². The master copy of any Design Record should not be altered during this period without the written permission of the TAA or Commodity CE. 12 Refer to RA 1225 – Air Safety Documentation Audit Trail.	Y
5301[06](01)009	[06]	Authorized	AMC	5301(1).9 - AMC - Configuration Management Principles	9. 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.	Y
5301[06](01)010	[06]	Authorized	AMC	5301(1).10 - AMC - Configuration Management Principles	10. The outcome from the CCB should be recorded in narrative minutes.	Y
5301[06](01)011	[06]	Authorized	AMC	5301(1).11 - AMC - ►CM of Flight Simulation Training Devices (FSTD)	11. 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. ◀	Y
5301[06](01)012	[06]	Authorized	GM	5301(1).12 - GM - Configuration Management Principles	12. Initial Configuration Control of the design is vested in the DO who manages the CSR. This contains the indexes to drawings, documentation, specifications and design changes, including ancillary equipment, packaging and Service-supply items. It is to be kept up to date through-life on behalf of the TAA or Commodity CE by the DO. The CSR provides a baseline for defining the Configuration state through-life. Normally a CSR is produced for each item of equipment¹⁴ for which a Certificate of Design (CofD)¹⁵ is required upon delivery of the equipment to the TAA or Commodity CE. 14 For convenience, 'equipment' refers to the Air System, Product, Part, Appliance, Airborne Equipment or ALW which is being managed by the TAA or Commodity CE within the context of the relevant paragraph. 15 Refer to RA 5103 – Certificate of Design.	Y
5301[06](01)013	[06]	Authorized	GM	5301(1).13 - GM - Configuration Management Principles	13. The DO is responsible for the design of equipment to meet the specification based on a development programme, within the constraints imposed by the contract.	Y

5301[06](01)014	[06]	Authorized	GM	5301(1).14 - GM - Configuration Management Principles	14. CM will need to be applied by the DO and TAA or Commodity CE in order to: a. Maintain effective control of the approved Configuration. b. Ensure that change proposals are processed in a timely manner and are appropriately justified with a documented Audit trail. c. Apply an embodiment priority classification¹⁶ based on the urgency and applicability of the change. d. Enable the implementation of authorized changes and make use of Configuration Status Accounting² to track progress from concept through to completion. e. Ensure that the impact of individual design changes are assessed across the whole Air System (and related Products, Parts, Appliances), Airborne Equipment and ALW and that a review process maintains the agreed progress of embodiment. f. Ensure that a focal point for the Maintenance of CM is appointed and individual authorities and responsibilities for CM are identified within a DO / Delivery Team (DT). g. Ensure that all relevant supporting information for CM is included during the UCC / Under Ministry Control (UMC)¹⁷ transition. This will include the plan and supporting information (eg Configuration baseline, control system, data, decision histories and Audit trail records).	Y
5301[06](01)015	[06]	Authorized	GM	5301(1).15 - GM - Configuration Management Principles	15. The Knowledge in Defence¹⁸ and the DE&S Air Engineers Toolkit Design Configuration Management Tools websites provides governing policy that outlines the CM principles to be applied by a DO, TAA, Commodity CE and their suppliers to ensure that equipment design is effectively managed though life. 18 Refer to https://www.gov.uk/guidance/knowledge-in-defence-kid and Defence Equipment & Support (DE&S) Air Engineers Toolkit Design Configuration Management Tools.	Y
5301[06](01)016	[06]	Authorized	GM	5301(1).16 - GM - Configuration Management Plan	16. The CMP will be used to define how the CM requirements of an item will be managed throughout the life cycle of the item. An overview of the main requirements is provided below with further detail in Def Stan 05-057. a. Purpose, scope and programme milestones. b. Organization structures, committees and responsibilities. c. Configuration change management procedures. d. Change control of the CM documentation. e. Interfaces with other plans. f. Procedures for auditing compliance with CM requirements.	Y
5301[06](01)017	[06]	Authorized	GM	5301(1).17 - GM - Configuration Management Plan	17. ►◄ a. ►◄ b. ►◄ c. ►◄ d. ►◄	Y

5301[06](02)	[06]	Authorized	Regulation	5301(2) - Regulation - Configuration Management Under Contractor Control	Whilst the design is UCC, the DO shall lead CM activities.	Y
5301[06](02)018	[06]	Authorized	AMC	5301(2).18 - AMC - Configuration Management Under Contractor Control	18. 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.	Y
5301[06](02)019	[06]	Authorized	AMC	5301(2).19 - AMC - Configuration Management Under Contractor Control	19. 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.	Y
5301[06](02)020	[06]	Authorized	AMC	5301(2).20 - AMC - Configuration Management Under Contractor Control	20. 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.	Y
5301[06](02)021	[06]	Authorized	AMC	5301(2).21 - AMC - Configuration Management Under Contractor Control	21. 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.	Y
5301[06](02)022	[06]	Authorized	AMC	5301(2).22 - AMC - Configuration Management Under Contractor Control	22. 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.	Y
5301[06](02)023	[06]	Authorized	AMC	5301(2).23 - AMC - Configuration Management Under Contractor Control	23. 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 In Service Air Systems will be managed.	Y
5301[06](02)024	[06]	Authorized	GM	5301(2).24 - GM - Configuration Management Under Contractor Control	24. The design will be UCC during the project development phase which would typically end at acceptance of the CofD when the design will normally transition to UMC. The transition to UMC does not necessarily mean that the design fully meets the specification.	Y
5301[06](02)025	[06]	Authorized	GM	5301(2).25 - GM - Configuration Management Under Contractor Control	25. Formal control of the design will be required as a lead-in to the process of bringing the design UMC. It may also be required when long lead-time items need to be ordered. Formal control will normally be progressive as each group of designs becomes sufficiently stable.	Y
5301[06](02)026	[06]	Authorized	GM	5301(2).26 - GM - Configuration Management Under Contractor Control	26. The CofD will be produced when the TAA or Commodity CE and the DO agree, via the CCB, that the design adequately meets the requirements of the specification within the limits and exceptions stated.	Y
5301[06](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.	Y
5301[06](03)027	[06]	Authorized	AMC	5301(3).27 - AMC - Configuration Management under Ministry Control	27. The TAA should ensure that the approved Air System configuration is accurately documented in the Air System Document Set19 . 19 Refer to RA 1310 – Air System Document Set.	Y
5301[06](03)028	[06]	Authorized	AMC	5301(3).28 - AMC - Configuration Management under Ministry Control	28. 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.	Y

5301[06](03)029	[06]	Authorized	AMC	5301(3).29 - AMC - Configuration Management under Ministry Control	29. 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 plan from the LTC21. d. Set requirements for monitoring compliance with the DO's CMP so that UMC can be assured. 20 Refer to RA 5850 – Military Design Approved Organization (MRP Part 21 Subpart J). 21 Def Stan 05-057 Annex E describes potential embodiment considerations; the Mil CAM will manage embodiment by platform tail number.	Y
5301[06](03)030	[06]	Authorized	AMC	5301(3).30 - AMC - Configuration Management under Ministry Control	30. 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.	Y
5301[06](03)031	[06]	Authorized	AMC	5301(3).31 - AMC - Configuration Management under Ministry Control	31. The TAA or Commodity CE should chair the LTC and ensure the required mandatory attendance as detailed in the CMP.	Y
5301[06](03)032	[06]	Authorized	AMC	5301(3).32 - AMC - Configuration Management under Ministry Control	32. The LTC should make recommendations to the CCB based on technical scrutiny of design change proposals.	Y
5301[06](03)033	[06]	Authorized	AMC	5301(3).33 - AMC - Configuration Management under Ministry Control	33. The outcome of the LTC should be recorded in narrative minutes.	Y
5301[06](03)034	[06]	Authorized	GM	5301(3).34 - GM - Configuration Management under Ministry Control	34. A TAA will have a CMP for each Mark or Type for which they hold responsibility. A Commodity CE will have a CMP for Products, Parts, Appliances, Airborne Equipment and ALW that may be subject to design changes. The relationship between an Air System and its Commodity DTs will be recorded in the Air System Airworthiness Strategy22 and Support Policy Statement23, and managed via appropriate business agreements. 22 Refer to RA 5010 – Type Airworthiness Strategy.	Y
5301[06](03)035	[06]	Authorized	GM	5301(3).35 - GM - Configuration Management under Ministry Control	35. The TAA or Commodity CE will ensure that, where items are shared across multiple DTs, CM is strictly maintained and duplicated activities are avoided.	Y
5301[06](03)036	[06]	Authorized	GM	5301(3).36 - GM - Configuration Management under Ministry Control	36. For smaller and more simple programmes it may be appropriate to combine the CCB and LTC into a suitable single forum, but the CMP will clearly articulate how the intent of this Regulation is met.	Y

5301[06](03)037	[06]	Authorized	GM	5301(3).37 - GM - Configuration Management under Ministry Control	37. In derogation to paragraph ►31◄ it is only acceptable for the TAA or Commodity CE to delegate chairpersonship of LTC meetings to appropriate Letter of Airworthiness Authority (LoAA) or Letter of Air Safety Notification (LoAN) holders²⁴ when formalized arrangements are in place for the TAA or Commodity CE to be fully informed of the outcomes of the LTC. 24 Refer to RA 1003 – Delegation of Airworthiness Authority and Notification of Air Safety Responsibility.	Y
5301[06](03)038	[06]	Authorized	GM	5301(3).38 - GM - Configuration Management under Ministry Control	38. An LTC will consist of the following members: a. TAA or Commodity CE (Chair). b. TAM (if applicable). c. Specialist DT representatives as required⁸ d. Representative(s) of the DO(s) affected. e. Representative(s) of the PO9 if not the DO. f. RTSA representative when discussing changes which could necessitate an update of the extant RTS. g. Additional representatives of the DTs and Service departments affected by the proposed changes. h. Subject Matter Experts to advise on specialist technical aspects.	Y
5301[06](03)039	[06]	Authorized	GM	5301(3).39 - GM - Configuration Management under Ministry Control	39. The members detailed in the CMP, or by exception deputies fully empowered to act on their behalf, will be present at all LTC meetings.	Y
5301[06](03)040	[06]	Authorized	GM	5301(3).40 - GM - Configuration Management under Ministry Control	40. The LTC will provide a forum for dealing with technical and associated matters, including design changes, to make decisions and where necessary make recommendations to the CCB for Modification proposals and their classification. An LTC is the committee through which the Design Records are managed.	Y
5301[06](03)041	[06]	Authorized	GM	5301(3).41 - GM - Configuration Management under Ministry Control	41. The LTC narrative minutes will reference any significant changes to the information given on a Modification Proposal Form² and the effects thereof.	Y
5301[06](03)042	[06]	Authorized	GM	5301(3).42 - GM - Configuration Management under Ministry Control	42. Although the greater part of the activity of an LTC is devoted to design changes and associated Modifications, it is not intended that it be limited to such work. It can also officiate as a means of resolving, or referring to MOD, local questions which may arise in the implementation of specified technical requirements, such as whether a new CofD may be required²⁵, or whether a change in a design, manufacture or supply process will necessitate requalification testing. 25 Refer to RA 5305(3): In-Service Design Changes ► – Modification Procedure. ◄	Y

5301[06](03)043	[06]	Authorized	GM	5301(3).43 - GM - Configuration Management under Ministry Control	43. An LTC may deal with a range of equipment at a contractor's²⁶ premises, or more than one LTC may be established at a contractor's premises to deal with different types of equipment. The range of each LTC will be agreed by the TAA or Commodity CE setting up the LTC using the process detailed in the respective CMP. 26 Contractor is used as a generic term to include industry organizations who may be involved in the design or production of relevant Products, Parts, Appliances, Airborne Equipment or ALW.	Y
5305[08]	[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.	Y
5305[08](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.	Y
5305[08](01)001	[08]	Authorized	AMC	5305(1).1 - AMC - In-Service Design Changes – General	1. In-Service changes to the Air System Type Design should be conducted in accordance with (iaw) the classification² 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).	Y
5305[08](01)002	[08]	Authorized	AMC	5305(1).2 - AMC - In-Service Design Changes – General	2. 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 Organization (MRP Part 21 Subpart J).	Y

5305[08](01)003	[08]	Authorized	AMC	5305(1).3 - AMC - In-Service Design Changes – General	3. 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.	Y
5305[08](01)004	[08]	Authorized	GM	5305(1).4 - GM - In-Service Design Changes – General	4. A change in the design does not necessarily require the development and embodiment of a Modification since it could just require a change to the design drawings for future production, or a review of the planned usage. That is the intent of the terminology used in this Regulation.	Y
5305[08](01)005	[08]	Authorized	GM	5305(1).5 - GM - In-Service Design Changes – General	5. Design changes to items of support and test equipment also need to be effectively managed to prevent impacting Air Safety. Therefore, appropriate arrangements are required that deliver the intent of this Regulation for those items.	Y
5305[08](01)006	[08]	Authorized	GM	5305(1).6 - GM - In-Service Design Changes – General	6. The TAA or Commodity CE manage the design change procedure to amend the design once it is Under Ministry Control6.	Y
5305[08](01)007	[08]	Authorized	GM	5305(1).7 - GM - In-Service Design Changes – General	7. Commodity CE input is required at the earliest opportunity6.	Y
5305[08](01)008	[08]	Authorized	GM	5305(1).8 - GM - In-Service Design Changes – General	8. If a design change to a Part, Appliance, Airborne Equipment or ALW is implemented independently from a change in Type design of an Air System, the Commodity CE will need to ensure that their changed item can be integrated into applicable Air Systems and still meet Certification and Safety requirements7. 7 Refer to RA 1200 – Air Safety Management.	Y
5305[08](01)009	[08]	Authorized	GM	5305(1).9 - GM - In-Service Design Changes – General	9. The Military Continuing Airworthiness Manager (Mil CAM) has a critical role to play in ensuring the effective embodiment of any Modifications8, so they will be closely engaged in the development process. 8 Refer to RA 4963(1): Modifications and Repairs	Y
5305[08](01)010	[08]	Authorized	GM	5305(1).10 - GM - In-Service Design Changes – General	10. Design change proposals can be initiated for many reasons9, including: a. Continued development to meet the specification; b. Address faults experienced In-Service; c. Fulfil new operational roles or improve operational effectiveness in existing roles; d. Improve reliability, maintainability or cost-effectiveness; e. Counter obsolescence 9 Refer to the Knowledge in Defence website - https://www.gov.uk/guidance/knowledge-in-defence-kid .	Y
5305[08](01)011	[08]	Authorized	GM	5305(1).11 - GM - In-Service Design Changes – General	11. The TAA or Commodity CE will give due consideration to the non-exhaustive list of factors detailed in the Modification Proposal Form example within Defence Standard (Def Stan) 05-057[10] prior to, and during, the design change procedure. 10 Refer to Def Stan 05-057 – Configuration of Defence Materiel.	Y

5305[08](01)012	[08]	Authorized	GM	5305(1).12 - GM - In-Service Design Changes – Management Procedures and Responsibilities	12. The Local Technical Committee (LTC) ⁶ will consist of technical and operating stakeholders to conduct the technical management of the design change procedure and any associated Modification(s). The LTC may be supported by specialist subgroups if required, such as for development of detailed Modifications or for softwareintensive programmes 7.	Y
5305[08](02)000	[08]	Authorized	Regulation	5305(2). - Regulation - In-Service Design Changes – Safety	The TAA or Commodity CE shall ensure that In-Service design changes are conducted within an Air Safety Management System (ASMS) ⁷ .	Y
5305[08](02)013	[08]	Authorized	AMC	5305(2).13 - AMC - In-Service Design Changes – Safety	13. All design changes and associated Modifications should be supported by their own Safety Assessment (SA) which should demonstrate continued compliance with Certification requirements ³ .	Y
5305[08](02)014	[08]	Authorized	AMC	5305(2).14 - AMC - In-Service Design Changes – Safety	14. 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.	Y
5305[08](02)015	[08]	Authorized	AMC	5305(2).15 - AMC - In-Service Design Changes – Safety	15. 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.	Y
5305[08](02)016	[08]	Authorized	AMC	5305(2).16 - AMC - In-Service Design Changes – Safety	16. The TAA or Commodity CE should ensure that design changes are addressed within the project Safety Management activities ¹² . 12 Refer to RA 5011 – Type Airworthiness Safety Management System	Y
5305[08](02)017	[08]	Authorized	GM	5305(2).17 - GM - In-Service Design Changes – Safety	17. Managing design changes within an effective ASMS will ensure that they will receive the required focus on Air Safety, and any Hazards which impact on the Air System Safety Case ¹³ can be appropriately managed. Specifically, RA 5012 ¹¹ describes the role of the TASA in supporting the Release To Service (RTS) ¹⁴ and Military Permit To Fly (MPTF) ¹⁵ . There is also the requirement to seek Defence Equipment and Support (DE&S) Operating Centre Director approval ¹⁶ to reject any significant Airworthiness advice which may be received in relation to a proposed design change. 13 Refer to RA 1205 – Air System Safety Cases. 14 Refer to RA 1300 – Release To Service. 15 Refer to RA 1305 – Military Permit to Fly (In-Service), (Special Case Flying) and (Single Task). 16 Refer to RA 1013 – Air Systems Operating Centre Director - Provision of Airworthy and Safe Systems.	Y

5305[08](02)018	[08]	Authorized	GM	5305(2).18 - GM - In-Service Design Changes – Safety	18. The aim will be to meet the requirements of an In-Service design change within the project's Design Safety Target (DST)¹⁷ but in some instances this may not be achievable. In such cases any residual Risk needs to be appropriately managed and communicated to the Aviation Duty Holder (ADH) ► / Accountable Manager (Military Flying)AM(MF). If the ADH / AM(MF) assesses that the residual Risk is not As Low As Reasonably Practicable and Tolerable¹⁸ , they may reject the proposed Design Change stating their rationale. ◀ 17 Refer to RA 1230 – Design Safety Targets. 18 Refer to RA 1210 – Ownership and Management of Operating Risk (Risk to Life). If the modified item is not being fitted to an Air System, the DST requirement does not apply	Y
5305[08](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.	Y
5305[08](03)019	[08]	Authorized	AMC	5305(3).19 - AMC - In-Service Design Changes – Modification Procedure	19. 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 possible¹⁹ (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.	Y
5305[08](03)020	[08]	Authorized	AMC	5305(3).20 - AMC - In-Service Design Changes – Modification Procedure	20. 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 5301[6] 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.	Y
5305[08](03)021	[08]	Authorized	AMC	5305(3).21 - AMC - In-Service Design Changes – Modification Procedure	21. 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.	Y
5305[08](03)022	[08]	Authorized	AMC	5305(3).22 - AMC - In-Service Design Changes – Modification Procedure	22. 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.	Y
5305[08](03)023	[08]	Authorized	AMC	5305(3).23 - AMC - In-Service Design Changes – Modification Procedure	23. 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 Statement²³. 23 Refer to RA 5407 – Support Policy Statement..	Y

5305[08](03)024	[08]	Authorized	AMC	5305(3).24 - AMC - In-Service Design Changes – Modification Procedure	24. 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.	Y
5305[08](03)025	[08]	Authorized	AMC	5305(3).25 - AMC - In-Service Design Changes – Modification Procedure	25. 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 05-05710 Annex E.	Y
5305[08](03)026	[08]	Authorized	AMC	5305(3).26 - AMC - In-Service Design Changes – Modification Procedure	26. 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 committees²⁴. 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 System²⁶. 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.	Y
5305[08](03)027	[08]	Authorized	GM	5305(3).27 - GM - In-Service Design Changes – Modification Procedure	27. The Lead DO would be the preferred consideration for implementing design changes due to the existing infrastructure for managing design configuration, ADS contributions and through life support. However, the use of Alternate DOs provides the flexibility to embody Modifications of an urgent, special or short-term nature when normal procedures may not be suitable.	Y

5305[08](03)028	[08]	Authorized	GM	5305(3).28 - GM - In-Service Design Changes – Modification Procedure	28. Careful consideration needs to be given before tasking Modifications to Alternate DOs in the following circumstances due to the potential impact on commercial arrangements and wider interchangeability of equipment: a. Equipment supplied or maintained by Government agencies outside the MOD, unless a prior agreement has been arranged with the provider; b. Equipment on loan to the MOD, unless a prior agreement has been arranged with the provider; c. Equipment that forms part of a global spares pool or Contractor Logistic Support agreement where the Contractor owns the equipment unless a prior agreement has been arranged.	Y
5305[08](03)029	[08]	Authorized	GM	5305(3).29 - GM - In-Service Design Changes – Modification Procedure	29. If development of the Modification requires a trial installation which takes the Air System outside of its RTS or MPTF (In Service) or MPTF (Special Case Flying) and a Special Clearance ²⁷ , ²⁸ is not appropriate, a MPTF will be required ²⁹ . 27 Refer to RA 1305 – Military Permit To Fly (In-Service), (Special Case Flying) and (Single Task). 28 Refer to RA 1330 – Release To Service Special Clearances. 29 Refer to RA 5880 – Military Permit To Fly (Development) (MRP Part 21 Subpart P)	Y
5305[08](03)030	[08]	Authorized	GM	5305(3).30 - GM - In-Service Design Changes – Modification Procedure	30. The roll-out plan proposed by the LTC will need to consider effective concurrent operation of pre and post Modification Systems where applicable.	Y
5305[08](03)031	[08]	Authorized	GM	5305(3).31 - GM - In-Service Design Changes – Modification Procedure - Certificate of Design	31. Where the design change is undertaken by the Lead DO for the Air System and is deemed to be a Major Change ³ , a new CofD will be required; a Minor Change can generally be annotated in the Design Records. RA 5103 ²² details minimum requirements for generating a new CofD and the relevant LTC will agree any additional requirements.	Y
5305[08](03)032	[08]	Authorized	GM	5305(3).32 - GM - In-Service Design Changes – Modification Procedure - Recording of Modifications	32. The CSR will reflect the details of the Modification in the Design Records and marking of individual items will be iaw RA 5885 ³⁰ . For Products which have been subject to multiple Modifications during production, it may be appropriate to mark the item and annotate its individual record card with a Y-List ³¹ number for ease of identifying its configuration standard. 30 Refer to RA 5885 – Identification of Products, Parts and Appliances (MRP Part 21 Subpart Q). 31 An example of an item Modification record is the MOD Form 753 (Refer to the Manual of Airworthiness Maintenance - Documentation). The LTC may decide (for instance) that Modifications 1 - 100 form Y/1 which will be annotated on the item and its MOD Form 753, rather than listing all 100 Modifications.	Y
5305[08](03)033	[08]	Authorized	GM	5305(3).33 - GM - In-Service Design Changes – Modification Procedure - Preparation of Modification Leaflets	33. Regardless of who is tasked to produce the ML, the TAA or Commodity CE retain responsibility for ensuring their accuracy and suitability for use; the Mil CAM(s) will be closely engaged. Careful configuration control of MLs will be required where the ML and embodiment kits iterate through trial installations as part of development prior to formal issue.	Y

5305[08](03)034	[08]	Authorized	GM	5305(3).34 - GM - In-Service Design Changes – Modification Procedure - Cover Modifications	34. Prior to a Cover Modification being progressed, the Lead DO will, as a minimum, be provided with a general assembly drawing of the proposed Modification for temporary annotation of the Design Records. This will allow appropriate consideration when the Lead DO conducts other activities such as scheming repairs. The decision to not seek Cover Modification action will need to be appropriately justified within the relevant Safety Assessment, given the potential challenges introduced for managing configuration, maintaining the ADS and Commodity CE Maintenance Manuals, increased complexity in conducting Maintenance³² and ensuring long-term provisioning of spares. Support of the Mil CAM for the proposed support solution will be obtained via the appropriate committee (paragraph 11). 32 The Instructions for Sustaining Type Airworthiness (ISTA) (refer to RA 5815 – Instructions for Sustaining Type Airworthiness) contain the Lead DO's instructions, thus the need to follow the revised Maintenance instructions will be clearly indicated and robustly managed.	Y
5320[05]	[05]	Authorized	RA Rationale	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.	Y
5320[05](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.	Y
5320[05](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.	Y

5320[05](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).	Y
5320[05](01)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.	Y
5320[05](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).	Y
5320[05](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.	Y
5320[05](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.	Y
5320[05](01)007	[05]	Authorized	GM	5320(1).7 - GM - Air System Maintenance Schedule – Design and Validation	The procedures for the preparation and amendment of Maintenance schedules are identified in JAP(D)100C-20 [6]. [6] Refer to JAP(D)100C-20 – Preparation and Amendment of Maintenance Schedules.	Y

5405[10]	[10]	Authorized	RA Rationale	5405 - RA (Issue 10) - 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). An SI(T) provides the authority to undertake a work package to identify, monitor, repair or prevent the potential Occurrence or reOccurrence 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.	Y
5405[10](01)	[10]	Authorized	Regulation	5405(1) - Regulation - Special Instructions (Technical)	The TAA or Commodity CE shall raise ►an◄ SI(T) when a work package is needed to identify, monitor, repair or prevent the Occurrence or re-Occurrence of a Fault.	Y
5405[10](01)001	[10]	Authorized	AMC	5405(1).1 - AMC - Special Instructions (Technical) - Delivery Team Responsibilities	1. Prior to issuing an 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, an SI(T) that requires the frequent disturbance of a critical Aircraft system could itself introduce a Risk to Airworthiness).	Y
5405[10](01)002	[10]	Authorized	AMC	5405(1).2 - AMC - Special Instructions (Technical) - Delivery Team Responsibilities	2. When an SI(T) is raised, the TAA or Commodity CE should notify the Design Organization (DO) and / or the Original Equipment Manufacturer.	Y

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.	Y
5405[10](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)	Y
5405[10](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 an 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.	Y
5405[10](01)006	[10]	Authorized	AMC	5405(1).6 - AMC - Special Instructions (Technical) - Delivery Team Responsibilities	6. When an NDT technique is required to satisfy an 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.	Y

5405[10](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.	Y
5405[10](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 ►an◄ 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.	Y
5405[10](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 an 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. 6 Refer to RA 5815 – Instructions for Sustaining Type Airworthiness.	Y
5405[10](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. ►An◄ 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.	Y
5405[10](01)011	[10]	Authorized	GM	5405(1).11 - GM - Special Instructions (Technical) - General	11. SI(T) are of two types: a. Urgent Technical Instructions (UTI) where remedial action is necessary within 14 days / 25 flying hours. b. Routine Technical Instructions (RTI) for less urgent actions	Y
5405[10](01)012	[10]	Authorized	GM	5405(1).12 - GM - Special Instructions (Technical) - General	12. DO input into SI(T)s is at the discretion of the TAA or Commodity CE, noting DO activity may result as a means of investigating or resolving the identified issue.	Y
5405[10](01)013	[10]	Authorized	GM	5405(1).13 - GM - Special Instructions (Technical) - General	13. When the TAA considers that it is neither practicable nor cost-effective to convert an AD or SB into SI(T) format the AD or SB may be issued under cover of ►an◄ SI(T). This also applies to civil-issued directives, assessed by the DO as applicable to Service Air Systems.	Y
5405[10](01)014	[10]	Authorized	GM	5405(1).14 - GM - Special Instructions (Technical) - General	14. The UTI / RTI can be used to disseminate information of a technical, administrative or policy nature.	Y

5405[10](01)015	[10]	Authorized	GM	5405(1).15 - GM - Special Instructions (Technical) - Layout and Content	15. The SI(T) Generic Template layout and content ⁷ includes the prescribed paragraph numbering and paragraph headings. All content will be completed, except when a paragraph has no relevant content; then it will be annotated "Not Applicable" or as instructed in the detail for the paragraph heading. 7 The SI(T) generic template is available on the MAA website	Y
5405[10](01)016	[10]	Authorized	GM	5405(1).16 - GM - Special Instructions (Technical) - Layout and Content	16. Amendments that do not require the SI(T) to be re-satisfied are identified by the addition of a suffix letter to the original number. When amendments require the Instruction to be re-satisfied, a superseding Instruction will be issued using a new number.	Y
5405[10](01)017	[10]	Authorized	GM	5405(1).17 - GM - Special Instructions (Technical) - TAA or Commodity CE Responsibilities	17. The TAA or Commodity CE is responsible for the following: a. Ensuring that an RTI or UTI has been raised with the appropriate level of urgency. b. Determining whether any extension may be applied locally to single application or repetitive instructions. Where no latitude is permitted, a statement to that effect will be included in the instruction. c. Ensuring that appropriately authorized staff ⁸ approve release of SI(T). d. Ensuring any issues regarding Health and Safety at Work, Control of Substances Hazardous to Health etc have been dealt with appropriately. e. Ensuring action is taken to initiate updating of Airworthiness Information Systems ⁹ on generation and cessation of instructions. f. Ensuring the details of the equipment quoted are accurate and the availability of items required from stock is verified. For equipment managed in the MOD supply system, the details required are: The North Atlantic Treaty Organization (NATO) Stock Number, part number and NATO Commercial and Government Entity code. For equipment not managed in the MOD supply system, the required details are part number and manufacturer or supplier. g. Ensuring the requirements and implications of applying the instruction to equipment fitted to flight simulators and synthetic trainers, fatigue test specimens, not-in-use equipment and equipment in store are met. h. Ensuring the relevant approval(s) details have been included in the SI(T). 8 Refer to RA 1003 – Delegation of Airworthiness Authority and Notification of Air Safety Responsibility. 9 Refer to RA 1223 – Airworthiness Information Management.	Y

5405[10](01)018	[10]	Authorized	GM	5405(1).18 - GM - Special Instructions (Technical) - TAA or Commodity CE Responsibilities	18. In addition, unless the Airworthiness Risk precludes it, the appropriate Mil CAM will be contacted in order to give advanced notification of the SI(T) to ensure that the instruction can be complied with and that any impact on availability and operational capability is understood. The following will be considered as a minimum: a. Availability of any spares required (including Fuels, Lubricants and Associated Products) and any specialist tooling. b. The requirement for any specialist skills or training. c. The potential impact on deployed operations and overseas exercises. d. The potential impact on UK training.	Y
5405[10](01)019	[10]	Authorized	GM	5405(1).19 - GM - Special Instructions (Technical) - TAA or Commodity CE Responsibilities	19. Where a Commodity CE is the Engineering Authority for an equipment with multi-Air System applicability and has a requirement to issue ►an◄ SI(T) against this equipment, the issuing TAA will request an SI(T) reference number from the appropriate Commodity CE. The Air System TAA will be responsible for distributing the SI(T) and ensuring the Commodity DT is copied on any SI(T) returns	Y
5406[08]	[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).	Y
5406[08](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.	Y

5406[08](01)001	[08]	Authorized	AMC	5406(1).1 - AMC - Aircrew Publications	1. The TAA should develop Aircrew Publications in accordance with (iaw) the requirements of the ADS management plan¹, 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 contractor⁶ is appointed to support the TAA in: (OC DAPS) 5 ► and / ◀ or a competent contractor⁶ is appointed to support the TAA in: (1) Ensuring the timely and effective management of the production, validation, verification and maintenance of Aircrew Publications¹. (2) Liaising where necessary with an Operating Data Manual (ODM) Agency⁷ to ensure the provenance of performance data by independent scrutiny of the	Y
5406[08](01)002	[08]	Authorized	AMC	5406(1).2 - AMC - Aircrew Publications	2. 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).	Y
5406[08](01)003	[08]	Authorized	AMC	5406(1).3 - AMC - Aircrew Publications	3. 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.	Y

5406[08](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	Y
5406[08](01)005	[08]	Authorized	AMC	5406(1).5 - AMC - Aircrew Publications	5. 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.	Y
5406[08](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 ► the ◀ ‘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.	Y
5406[08](01)007	[08]	Authorized	GM	5406(1).7 - GM - Aircrew Publications	7. The ODH / AM(MF) may require the TAA to provide operators with information in addition to that listed at paragraph 1. This information will be presented within the Air System’s Aircrew Publications.	Y
5406[08](01)008	[08]	Authorized	GM	5406(1).8 - GM - Aircrew Publications	8. Operating data will be provided to the Normal Operating Standard as a minimum. Details of normal, reduced and military operating standards can be found in AAP 00-002[7].	Y
5406[08](01)009	[08]	Authorized	GM	5406(1).9 - GM - Aircrew Publications - Air Systems procured with existing civilian or foreign Aircrew Publications	9. The TAA may use Aircrew Publications sourced from civilian or foreign sources that allow the ADS requirement to be satisfied, subject to assessment and Assurance by the OC DAPS or a competent contractor. There will be a reasoned ‘evidencebased’ argument as to why such publications are suitable for use in the Defence Air Environment and how they will be kept up-to-date with the UK military registered Configuration through the life of the Air System.	Y

5406[08](01)010	[08]	Authorized	GM	5406(1).10 - GM - Aircrew Publications - Advance Warning of Changes	10. Aircrew Manuals (AMs) and Flight Reference Cards (FRCs) may contain advance warning notices of changes such as Advance Information Leaflets or Advance Notification of Amendments; nevertheless, users need to be aware that these publications may not fully reflect the latest limitations or procedures due to the following: a. RTS Limitations. If limitations are quoted in advanced warning notices of change to the AMs, ODM and FRCs they will be based directly upon those contained in the RTS. b. Security Classified Limitations. Information graded higher than OFFICIAL SENSITIVE are not included in the standard RTS, AMs or FRCs; they may be published in classified supplements.	Y
5406[08](01)011	[08]	Authorized	GM	5406(1).11 - GM - Aircrew Publications - UA	11. The UA's tasks will include: a. As Air System SME, maintaining a close working relationship with DAPS and / or the DO. b. Acting as the focal point in providing advice from the operators' perspective. c. Specifying the content of Pilot Notes. d. Verifying the fitness for purpose of Aircrew Publications. e. Co-ordinating proposals from operating units, consideration by the TAA and for taking immediate action if warranted by the urgency of the proposed change.	Y
5406[08](01)012	[08]	Authorized	GM	5406(1).12 - GM - Aircrew Publications - Electronic Performance Planning Aids (EPPA)	12. The TAA will ensure that the Air System performance data is presented for use by Aircrew in a format that preserves the safety standards inherent in the data. The provision of EPPA will be standard unless the stakeholder community is content that the agreed safety target can be met using a traditional ODM, Rapid Planning Data, or where the relative simplicity and volume of data can be presented in the AM / FRCs. Requirements for the procurement and Maintenance of the EPPA can be found in AAP 00-002[7].	Y
5406[08](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.	Y
5406[08](02)013	[08]	Authorized	AMC	5406(2).13 - AMC - Amendments to Aircrew Publications	13. 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.	Y
5406[08](02)014	[08]	Authorized	AMC	5406(2).14 - AMC - Amendments to Aircrew Publications	14. 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.	Y

5406[08](02)015	[08]	Authorized	AMC	5406(2).15 - AMC - Amendments to Aircrew Publications	15. 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 Log12 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.	Y
5406[08](02)016	[08]	Authorized	GM	5406(2).16 - GM - Amendments to Aircrew Publications	16. Duty Holder-Facing organizations all have a responsibility to ensure that the ramifications of changes to the Aircrew Publications are notified to staff in a timely fashion, if necessary, by the prompt issue of warnings or orders, and in all cases followed up by the timely amendment of the appropriate publications. It is essential that amendments to Aircrew Publications are developed in the same timescale as the issue of changes to the RTS.	Y
5406[08](02)017	[08]	Authorized	GM	5406(2).17 - GM - Amendments to Aircrew Publications	17. For each Air System, the TAA and RTSA will agree their responsibilities for ensuring that amendments to all Aircrew Publications in the ADS are made in a timely fashion to reflect changes to the Air System design, the RTS, and Maintenance policy statements. Where the change to the Air System affects both the Aircrew and ground crew it is crucial that both sets of orders, or amendments to publications, are promulgated simultaneously	Y
5406[08](02)018	[08]	Authorized	GM	5406(2).18 - GM - Amendments to Aircrew Publications	18. The TAA and RTSA will ensure that all changes likely to affect the Aircrew Publications are supported by a TASA / Project Safety Assessment change report that clearly carries forward the ramifications of the change to all relevant parts of the Aircrew Publications. Where appropriate this will include the requirement for the DO to amend the Air System performance data for further consideration by an ODM agency on behalf of the TAA.	Y
5406[08](02)019	[08]	Authorized	GM	5406(2).19 - GM - Amendments to Aircrew Publications	19. Most changes to the Aircrew Publications during an Air System's In-Service life result from changes to Type Design, In-Service design changes or SI(T)s. For all changes, the TAA will require the DO to provide OC DAPS with validated information and procedures. To ensure that the operating information available to Aircrew reflects the RTS cleared configuration, it is vital that both the TAA and RTSA keep the OC DAPS fully informed as to the nature of changes. When the source of change to the Aircrew Publications is In-Service experience, and the TAA and RTSA have agreed that it does not require a change to the RTS or ODM, OC DAPS or a competent contractor may initiate the change. In this case OC DAPS will seek validation of the change from the DO, through the Delivery Team, if practicable	Y

5407[02]	[02]	Authorized	RA Rationale	5407 - RA (Issue 2) - 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 MOD1 . 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.	N
5407[02](01)	[02]	Authorized	Regulation	5407(1) - Regulation - Support Policy Statement	The Type Airworthiness Authority (TAA) 2 shall ensure that a SPS is produced, promulgated and maintained for their Air System.	N
5407[02](01)001	[02]	Authorized	AMC	5407(1).1 - AMC - Support Policy Statement	1. The SPS should: a. Be promulgated as the first leaflet in the Topic 2(N/A/R)13 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 schedule4. d. Detail the Approved Data5 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 exploitation6 and Fault trend analysis7. g. Detail the utilization of Logistic Information Systems (LIS) that contribute to Air System operation8. 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 ISTA11. 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. 2 Whilst the TAA holds the responsibility for producing the SPS, the information	N

5407[02](01)002	[02]	Authorized	AMC	5407(1).2 - 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.	N
5407[02](01)003	[02]	Authorized	AMC	5407(1).3 - 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.	N
5407[02](01)004	[02]	Authorized	AMC	5407(1).4 - 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 .	N
5407[02](01)005	[02]	Authorized	AMC	5407(1).5 - 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.	N
5407[02](01)006	[02]	Authorized	AMC	5407(1).6 - AMC - Support Policy Statement	6. The SPS will typically include the minimum requirements listed in Annex A.	N
5407[02](01)007	[02]	Authorized	AMC	5407(1).7 - AMC - Support Policy Statement	7. The SPS describes the engineering and supporting administrative actions that are necessary to enable the safe and efficient operation of the Air System or Equipment and it forms an essential element of the ASSC, and Air System Document Set that underpins the RTS or the MPTF (In-Service) / MPTF (Development). A comprehensive SPS is also a key component of the Establish-Sustain-ValidateRecover-Exploit approach to Integrity Management ¹⁵ . ¹⁵ Refer to RA 5726 – Integrity Management.	N
5407[02](01)008	[02]	Authorized	AMC	5407(1).8 - AMC - Support Policy Statement	8. The Maintenance philosophy needs to address aspects such as the rationale for grouping of servicing operations, the anticipated location for their conduct (eg Forward or Depth), and relevant latitudes or periodicities.	N
5407[02](01)009	[02]	Authorized	AMC	5407(1).9 - AMC - Support Policy Statement	9. The Approved Data will encompass ISTA ⁵ provided by the appropriate Design Organization (DO). Approved Data may also include information (such as equipment bay servicing schedules) provided by Competent Organizations ¹⁶ or from other Type Airworthiness (TAw) organizations, which is ultimately approved for use by the TAA ¹⁷ . ¹⁶ Refer to RA 1005 – Contracting with Competent Organizations. ¹⁷ Refer to RA 1310 – Air System Document Set.	N

5407[02](01)010	[02]	Authorized	AMC	5407(1).10 - AMC - Support Policy Statement	10. For off-board systems that contribute to Air System operation (such as Mission Planning tools and LIS), it is acceptable for support aspects to be addressed in their individual Safety Assessments rather than requiring a separate SPS. Each Safety Assessment will be referenced by the ASSC.	N
5407[02](01)011	[02]	Authorized	GM	5407(1).11 - GM - Support Policy Statement	11. The individual equipment SPS referenced from the Air System SPS will include systems within the Air System Type Design (such as Avionics and Commodities), Air Launched Weapons and Role Equipment.	N
5407[02](01)012	[02]	Authorized	GM	5407(1).12 - GM - Support Policy Statement	12. The TAA will need to ensure appropriate arrangements are in place with other TAw organizations responsible for delivering the required support according to the related SPS.	N
5602[04]	[04]	Authorized	RA Rationale	5602 - RA (Issue 4) - Propulsion Systems Part Lifting, 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.	Y
5602[04](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.	Y
5602[04](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.	Y
5602[04](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).	Y
5602[04](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.	Y
5602[04](01)004	[04]	Authorized	GM	5602(1).4 - GM - Classification of Critical Parts	Whilst civil Certification Specifications may be used as guidance, military design features may introduce hazardous Propulsion System effects not captured by civil requirements.	Y

5602[04](01)005	[04]	Authorized	GM	5602(1).5 - GM - Classification of Critical Parts	Life marking of the specified critical parts provides a record of usage, whereby the usage is marked onto the part. The process will be closely controlled to ensure that the markings do not compromise the Integrity of the part.	Y
5602[04](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.	Y
5602[04](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.	Y
5602[04](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.	Y
5602[04](02)008	[04]	Authorized	GM	5602(2).8 - GM - Determination of Critical Part Life	In the early stages of a project, part life may be released proportionately in-line with greater operating experience and sample testing. The proportional release of life is not considered a life extension[5]. [5] Refer to RA 5724 – Life Extension Programme.	Y
5602[04](02)009	[04]	Authorized	GM	5602(2).9 - GM - Determination of Critical Part Life	The Propulsion System DO may also propose lives for non-critical parts whose failure or reduced reliability would erode safety margins. Non-critical lives include overhaul, inspection and recondition lives. Through Reliability Centred Maintenance[6] analysis the DO, or service provider (for performance-based support contracts), may propose Maintenance lives such as overhaul, inspection and recondition. Whilst these lives may be formulated to optimize Maintenance and availability of Propulsion Systems, they may also guard against specific non-critical failures. The rationale behind the life will be recorded in order to ensure that any extension of such life does not compromise safety or availability. [6] Refer to RA 5320 – Air System Maintenance Schedule – Design and Validation.	Y
5602[04](03)	[04]	Authorized	Regulation	5602(3) - Regulation - Control of Critical Parts	The Propulsion System DO shall control the manufacture of critical parts and shall record the manufacturing history.	Y
5602[04](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).	Y
5602[04](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.	Y
5602[04](03)012	[04]	Authorized	GM	5602(3).12 - GM - Control of Critical Parts	An alternative method of manufacture is a method other than that previously used to produce the critical part that requires a change to the information recorded on the relevant drawings and supporting documentation.	Y

5602[04](03)013	[04]	Authorized	GM	5602(3).13 - GM - Control of Critical Parts	An alternative manufacturing source is a Production Organization (PO) or manufacturer other than that which has previously produced the critical part, or a change in location of production by an existing PO or manufacturer	Y
5602[04](03)014	[04]	Authorized	GM	5602(3).14 - GM - Control of Critical Parts	Critical parts from alternative methods or sources of manufacture which require validation testing may be included in engines on test for other purposes.	Y
5602[04](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.	Y
5602[04](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.	Y
5602[04](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.	Y
5602[04](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.	Y
5602[04](04)018	[04]	Authorized	GM	5602(4).18 - GM - Quality Verification Tests and Acceptance and Test Criteria	The QVT programme assures that production standard parts and systems are representative of those used for the certification process. Inspection and test is integral to the production verification process. QVT is a specific element of the control and verification process for Propulsion Systems.	Y

5602[04](04)019	[04]	Authorized	GM	5602(4).19 - GM - Quality Verification Tests and Acceptance and Test Criteria	The TAA may involve QVT on any Propulsion System that has completed production acceptance as deemed necessary. Occasions where QVT would be appropriate include: a. On initial production. b. On a change of PO or after significant changes at a PO's facilities, such as methods of manufacture or manufacturing source. c. After a significant break in production or overhaul. d. On commencement of a major overhaul or major repair[8]. e. On embodiment of a Major Change[9], rework, conversion, or update programme. f. After detection of significant quality failings, such as during production or overhaul. [8] Refer to RA 5865 – Repairs (MRP Part 21 Subpart M). [9] Refer to RA 5820 – Changes in Type Design (MRP Part 21 Subpart D).	Y
5602[04](04)020	[04]	Authorized	GM	5602(4).20 - GM - Quality Verification Tests and Acceptance and Test Criteria	The QVT programme will include strip and inspection activity, appropriate and sufficient testing (to include endurance and performance elements) and the QVT report.	Y
5602[04](04)021	[04]	Authorized	GM	5602(4).21 - GM - Quality Verification Tests and Acceptance and Test Criteria	The agreed acceptance and test criteria may include but is not limited to, parameters such as performance, vibration and oil consumption.	Y
5602[04](04)022	[04]	Authorized	GM	5602(4).22 - GM - Quality Verification Tests and Acceptance and Test Criteria	Performance trending of test facilities may be used to supplement test facility calibration records.	Y
5602[04](05)	[04]	Authorized	Regulation	5602(5) - Regulation - Common Pool Parts	The TAA shall approve the use of common pool parts.	Y
5602[04](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. ◀	Y
5602[04](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.	Y
5602[04](05)025	[04]	Authorized	GM	5602(5).25 - GM - Common Pool Parts	Common pool parts can be defined as those from other nations or operators that lie outside MOD control and maybe made available for use in the production, repair or overhaul of Service equipment.	Y
5602[04](05)026	[04]	Authorized	GM	5602(5).26 - GM - Common Pool Parts	When considering the use of common pool parts the TAA needs to be assured that the configuration standards, life / usage and provenance of a part would be acceptable for use within the Propulsion System.	Y

5723[07]	[07]	Authorized	RA Rationale	5723 - RA (Issue 7) - 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).	N
5723[07](00)	[07]	Authorized	Regulation	5723() - Regulation - Ageing Air System Audit - Definition	1. Ageing. The degradation of the system (equipment, knowledge or information) potentially leading to an increased Safety Risk.	N
5723[07](00)	[07]	Authorized	Regulation	5723() - Regulation - Ageing Air System Audit - Definition	2. AAA initiation. The AAA is deemed to start at the point where the AAA initiation meeting is held with the organization	N
5723[07](00)	[07]	Authorized	Regulation	5723() - Regulation - Ageing Air System Audit - Definition	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.	N
5723[07](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.	N
5723[07](01)004	[07]	Authorized	AMC	5723(1).4 - AMC - Ageing Air System Audit - Programme	4. The Type Airworthiness Authority (TAA)1 should initiate2 an AAA for each Air System type3 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 Systemlevel 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 600 series – Remotely Piloted Air Systems	N
5723[07](01)005	[07]	Authorized	AMC	5723(1).5 - AMC - Ageing Air System Audit- Programme	5. The TAA should initiate repeat audits at periodic intervals, no greater than 10 years from the previous initiation date.	N

5723[07](01)006	[07]	Authorized	AMC	5723(1).6 - AMC - Ageing Air System Audit	6. The TAA should submit requests for recognition of comparable programmes as Alternative Acceptable Means of Compliance to the MAA at least 12 months prior to the Audit becoming due.	N
5723[07](01)007	[07]	Authorized	AMC	5723(1).7 - AMC - Ageing Air System Audit	7. 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.	N
5723[07](01)008	[07]	Authorized	AMC	5723(1).8 - AMC - Ageing Air System Audit - Scope	8. 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).	N
5723[07](01)009	[07]	Authorized	AMC	5723(1).9 - AMC - Ageing Air System Audit - Scope	9. 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.	N
5723[07](01)010	[07]	Authorized	AMC	5723(1).10 - AMC - Ageing Air System Audit - Scope	10. 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.	N
5723[07](01)011	[07]	Authorized	AMC	5723(1).11 - AMC - Ageing Air System Audit - Scope	11. 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.	N
5723[07](01)012	[07]	Authorized	AMC	5723(1).12 - AMC - Ageing Air System Audit - Scope	12. 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.	N
5723[07](01)013	[07]	Authorized	GM	5723(1).13 - GM - Ageing Air System Audit	13. Refer to the Manual of Air System Integrity Management ⁴ for related Guidance Material and other non-regulatory process. 4 Refer to Manual of Air System Integrity Management (MASIM) Chapter 10: Ageing Air System Audit.	N
5724[07]	[07]	Authorized	RA Rationale	5724 - RA (Issue 7) - 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.	N

5724[07](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.	N
5724[07](01)001	[07]	Authorized	AMC	5724(1).1 - AMC - Requirement for a Life Extension Programme	1. 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).	N
5724[07](01)002	[07]	Authorized	AMC	5724(1).2 - AMC - Requirement for a Life Extension Programme	2. 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.	N
5724[07](01)003	[07]	Authorized	AMC	5724(1).3 - AMC - Requirement for a Life Extension Programme	3. 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.	N
5724[07](01)004	[07]	Authorized	AMC	5724(1).4 - AMC - Requirement for a Life Extension Programme	4. 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.	N
5724[07](01)005	[07]	Authorized	GM	5724(1).5 - GM - Requirement for a Life Extension Programme	5. Refer to the Manual of Air System Integrity Management (MASIM)2 for related Guidance Material and other non-regulatory process. 2 Refer to MASIM Chapter 11: Life Extension Programme.	N
5724[07](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.	N
5724[07](02)006	[07]	Authorized	AMC	5724(2).6 - AMC - Development and Implementation of a Life Extension Programme - LEP Scope	6. 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.	N

5724[07](02)007	[07]	Authorized	AMC	5724(2).7 - AMC - Development and Implementation of a Life Extension Programme - LEP Scope	7. 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.	N
5724[07](02)008	[07]	Authorized	AMC	5724(2).8 - AMC - Development and Implementation of a Life Extension Programme - Evidence Supporting a LEP	8. 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.	N
5724[07](02)009	[07]	Authorized	AMC	5724(2).9 - AMC - Development and Implementation of a Life Extension Programme - Evidence Supporting a LEP	9. 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.	N
5724[07](02)010	[07]	Authorized	AMC	5724(2).10 - AMC - Development and Implementation of a Life Extension Programme - Evidence Supporting a LEP	10. Validation should be undertaken of the modification status of the fleet against the LEP baseline standards.	N
5724[07](02)011	[07]	Authorized	AMC	5724(2).11 - AMC - Development and Implementation of a Life Extension Programme - Evidence Supporting a LEP	11. Validation should be undertaken of any Maintenance data used to make Airworthiness-related decisions within a LEP.	N
5724[07](02)012	[07]	Authorized	AMC	5724(2).12 - AMC - Development and Implementation of a Life Extension Programme - Evidence Supporting a LEP	12. 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.	N
5724[07](02)013	[07]	Authorized	AMC	5724(2).13 - AMC - Development and Implementation of a Life Extension Programme - Evidence Supporting a LEP	13. 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.	N

5724[07](02)014	[07]	Authorized	AMC	5724(2).14 - AMC - Development and Implementation of a Life Extension Programme - Evidence Supporting a LEP	14. 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.	N
5724[07](02)015	[07]	Authorized	AMC	5724(2).15 - AMC - Development and Implementation of a Life Extension Programme - Evidence Supporting a LEP	15. A condition survey of a representative sample of fleet-leader Air System should be used to inform life extension activities.	N
5724[07](02)016	[07]	Authorized	AMC	5724(2).16 - AMC - Development and Implementation of a Life Extension Programme - Evidence Supporting a LEP	16. 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.	N
5724[07](02)017	[07]	Authorized	AMC	5724(2).17 - AMC - Development and Implementation of a Life Extension Programme - Evidence Supporting a LEP	17. 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.	N
5724[07](02)018	[07]	Authorized	AMC	5724(2).18 - AMC - Development and Implementation of a Life Extension Programme - Evidence Supporting a LEP	18. 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).	N
5724[07](02)019	[07]	Authorized	GM	5724(2).19 - GM - Development and Implementation of a Life Extension Programme	19. Refer to the MASIM ² for related Guidance Material and other non-regulatory process.	N
5725[06]	[06]	Authorized	RA Rationale	5725 - RA (Issue 6) - 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.	N

5725[06](01)	[06]	Authorized	Regulation	5725(1) - Regulation - Development and Implementation of an Out of Service Date Extension Programme	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.	N
5725[06](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.	N
5725[06](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. 2 Refer to RA 5724 – Life Extension Programme.	N
5725[06](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.	N
5725[06](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.	N
5725[06](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.	N
5725[06](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 TAW 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.	N
5725[06](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.	N

5725[06](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.	N
5725[06](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.	N
5725[06](01)010	[06]	Authorized	GM	5725(1).10 - GM - Development and Implementation of an Out of Service Date Extension Programme	10. Refer to the Manual of Air System Integrity Management (MASIM)⁵ for related Guidance Material and other non-regulatory processes. 5 Refer to MASIM Chapter 12: Out of Service Date Extension Programme	N

5726[06]	[06]	Authorized	RA Rationale	5726 - RA (Issue 6) - 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 Authoritys (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. 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). 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. 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'). 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 in-service, the Integrity evidence is continuously updated according to analysis of Service Data. It is captured in an Integrity Evidence record. 5. Service Data. The information relating to the usage, condition, failures or loads experienced by an Air System that, when collected and analyzed, needs to be	Y
5726[06](01)	[06]	Authorized	Regulation	5726(1) - Regulation - Integrity Management	The TAA shall be responsible for IM, for all Air System types within their Area of Responsibility, to maintain Integrity.	Y
5726[06](01)008	[06]	Authorized	AMC	5726(1).8 - AMC - Integrity Management	8. As a key enabler of the Air System Safety Case4, 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.	Y
5726[06](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.	Y
5726[06](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).	Y

5726[06](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.	Y
5726[06](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.	Y
5726[06](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.	Y
5726[06](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.	Y
5726[06](01)015	[06]	Authorized	GM	5726(1).15 - GM - Integrity Management	15. For guidance on all aspects of IM, refer to the MASIM ² .	Y
5726[06](02)	[06]	Authorized	Regulation	5726(2) - Regulation - Establishing Integrity Management	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).	Y
5726[06](02)016	[06]	Authorized	AMC	5726(2).16 - AMC - Integrity Governance	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)).	Y
5726[06](02)017	[06]	Authorized	AMC	5726(2).17 - AMC - Integrity Governance	17. The AISD should be owned by the TAA and endorsed on first release and following any significant amendment.	Y
5726[06](02)018	[06]	Authorized	AMC	5726(2).18 - AMC - Integrity Governance	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).	Y

5726[06](02)019	[06]	Authorized	AMC	5726(2).19 - AMC - Integrity Governance	19. The IWG Chair should ensure that the IWG comprises a quorum of SQEP stakeholders (identified below), and additional stakeholders as necessary. 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 oversight7. 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.	Y
5726[06](02)020	[06]	Authorized	AMC	5726(2).20 - AMC - Integrity Evidence and Baseline	20. The TAA should identify the Integrity Baseline, including the underpinning Integrity Evidence and Integrity Assertions.	Y
5726[06](02)021	[06]	Authorized	AMC	5726(2).21 - AMC - Integrity Evidence and Baseline	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 Basis9. 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).	Y
5726[06](02)022	[06]	Authorized	AMC	5726(2).22 - AMC - Integrity Evidence and Baseline	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).	Y
5726[06](02)023	[06]	Authorized	AMC	5726(2).23 - AMC - Integrity Evidence and Baseline	23. The TAA should ensure that all critical or significant items2, 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.	Y
5726[06](02)024	[06]	Authorized	AMC	5726(2).24 - AMC - Integrity Evidence and Baseline	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.	Y

5726[06](02)025	[06]	Authorized	AMC	5726(2).25 - AMC - Integrity Evidence and Baseline	25. The TAA should ensure that Commodity DT Chief Engineers (DT CE) establish the lifting 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.	Y
5726[06](02)026	[06]	Authorized	AMC	5726(2).26 - AMC - IM Systems	26. The TAA, in consultation with the DO, should identify any IM Systems requirements necessary to assure the Integrity of the Air System.	Y
5726[06](02)027	[06]	Authorized	AMC	5726(2).27 - AMC - IM Systems	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.	Y
5726[06](02)028	[06]	Authorized	AMC	5726(2).28 - AMC - IM Systems	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.	Y
5726[06](02)029	[06]	Authorized	AMC	5726(2).29 - AMC - IM Systems	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.	Y
5726[06](02)030	[06]	Authorized	AMC	5726(2).30 - AMC - IM Systems	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.	Y
5726[06](02)031	[06]	Authorized	AMC	5726(2).31 - AMC - IM Systems	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.	Y

5726[06](02)032	[06]	Authorized	AMC	5726(2).32 - AMC - IM Systems	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).	Y
5726[06](02)033	[06]	Authorized	AMC	5726(2).33 - AMC - IM Systems	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.	Y
5726[06](02)034	[06]	Authorized	AMC	5726(2).34 - AMC - IM Systems	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.	Y
5726[06](02)035	[06]	Authorized	GM	5726(2).35 - GM - Establishing Integrity Management	35. For guidance refer to the MASIM ² .	Y
5726[06](03)	[06]	Authorized	Regulation	5726(3) - Regulation - Sustaining Integrity Management	The TAA shall ensure that IM is sustained, and In-Service Data used, to continuously monitor and counter threats to Integrity.	Y
5726[06](03)036	[06]	Authorized	AMC	5726(3).36 - AMC - Integrity Governance	36. The TAA should review and monitor outputs from the IM Systems and report key issues to the IWG.	Y
5726[06](03)037	[06]	Authorized	AMC	5726(3).37 - AMC - Integrity Governance	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.	Y
5726[06](03)038	[06]	Authorized	AMC	5726(3).38 - AMC - Integrity Governance	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.	Y
5726[06](03)039	[06]	Authorized	AMC	5726(3).39 - AMC - Integrity Governance	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.	Y

5726[06](03)040	[06]	Authorized	AMC	5726(3).40 - AMC - Integrity Governance	40. Stakeholders should report any significant changes in usage or operation to the IWG.	Y
5726[06](03)041	[06]	Authorized	AMC	5726(3).41 - AMC - IM Systems	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 log¹² 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.	Y
5726[06](03)042	[06]	Authorized	GM	5726(3).42 - GM - Sustaining Integrity Management	42. For guidance refer to the MASIM2.	Y
5726[06](04)	[06]	Authorized	Regulation	5726(4) - Regulation - Validating Integrity	The TAA shall ensure that Integrity Evidence, Assertions and Baseline are periodically validated.	Y
5726[06](04)043	[06]	Authorized	AMC	5726(4).43 - AMC - Integrity Governance	43. The TAA should use the IWG to validate the Integrity Baseline against the most up to date Service Data and analysis available.	Y
5726[06](04)044	[06]	Authorized	AMC	5726(4).44 - AMC - Integrity Governance	44. The TAA should ► ensure that ◀ the validity of the Integrity Baseline ► is confirmed ◀ at the completion of the IWG.	Y
5726[06](04)045	[06]	Authorized	AMC	5726(4).45 - AMC - Integrity Evidence, Assertions and Baseline	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.	Y
5726[06](04)046	[06]	Authorized	AMC	5726(4).46 - AMC - Integrity Governance	46. The TAA should ensure that cleared life is reviewed in response to changes to fleet planning assumptions.	Y
5726[06](04)047	[06]	Authorized	AMC	5726(4).47 - AMC - Integrity Governance	47. The TAA should ensure that component lifing, recording processes and metrics, are periodically reviewed.	Y
5726[06](04)048	[06]	Authorized	AMC	5726(4).48 - AMC - Integrity Governance	48. The TAA should ensure that the Maintenance schedule¹³ is reviewed at least every 5 years. 13 Refer to RA 5320 – Air System Maintenance Schedule – Design and Validation.	Y
5726[06](04)049	[06]	Authorized	AMC	5726(4).49 - AMC - IM Systems	49. The TAA, with the assistance of the Military Continuing Airworthiness Manager and DO, should review and validate Maintenance processes.	Y

5726[06](04)050	[06]	Authorized	AMC	5726(4).50 - AMC - IM Systems	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.	Y
5726[06](04)051	[06]	Authorized	AMC	5726(4).51 - AMC - IM Systems	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.	Y
5726[06](04)052	[06]	Authorized	AMC	5726(4).52 - AMC - IM Systems	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 Regulations14. 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.	Y
5726[06](04)053	[06]	Authorized	AMC	5726(4).53 - AMC - IM Systems	53. The ADH or AM(MF) should ensure that the SOI / SOIU (AP101X-XXXX-15S or equivalent) is updated in the ADS.	Y
5726[06](04)054	[06]	Authorized	AMC	5726(4).54 - AMC - IM Systems	54. The TAA should ensure that results from the EP (including scheduled examinations, and where necessary, the SP and teardown11 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.	Y
5726[06](04)055	[06]	Authorized	AMC	5726(4).55 - AMC - IM Systems	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.	Y
5726[06](04)056	[06]	Authorized	AMC	5726(4).56 - AMC - IM Systems	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.	Y
5726[06](04)057	[06]	Authorized	AMC	5726(4).57 - AMC - IM Systems	57. 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.	Y

5726[06](04)058	[06]	Authorized	AMC	5726(4).58 - AMC - IM Systems	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.	Y
5726[06](04)059	[06]	Authorized	AMC	5726(4).59 - AMC - IM Systems	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 re-validation of significant parameters is necessary, decisions on usage data validation requirements should be documented in the AISD.	Y
5726[06](04)060	[06]	Authorized	AMC	5726(4).60 - AMC - IM Systems	60. The TAA should initiate an Ageing Air System Audit ¹⁵ . ¹⁵ Refer to RA 5723 - Ageing Air System Audit.	Y
5726[06](04)061	[06]	Authorized	AMC	5726(4).61 - AMC - Validating Integrity	61. For guidance refer to the MASIM2.	Y
5726[06](05)	[06]	Authorized	Regulation	5726(5) - Regulation - Recovering Integrity	The TAA shall ensure that any loss or potential compromise of Integrity is recovered.	Y
5726[06](05)062	[06]	Authorized	AMC	5726(5).62 - AMC - Integrity Governance	62. The TAA should treat a loss or potential compromise of Integrity as an Airworthiness Issue and act to recover Integrity.	Y
5726[06](05)063	[06]	Authorized	AMC	5726(5).63 - AMC - Integrity Governance	63. Any recommendations at an IWG to amend inspection intervals should be ratified by the LoAA holder prior to incorporation in the Maintenance schedule.	Y
5726[06](05)064	[06]	Authorized	AMC	5726(5).64 - AMC - Integrity Evidence, Assertions and Baseline	64. The TAA should ensure the established IM Systems are implemented where the Integrity Evidence and Assertions no longer supports the Integrity Baseline.	Y
5726[06](05)065	[06]	Authorized	AMC	5726(5).65 - AMC - Integrity Evidence, Assertions and Baseline	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.	Y
5726[06](05)066	[06]	Authorized	AMC	5726(5).66 - AMC - Integrity Evidence, Assertions and Baseline	66. The TAA should consider the need for Modification, refurbishment or component replacement to mitigate fatigue damage in order to meet fleet planning objectives.	Y
5726[06](05)067	[06]	Authorized	AMC	5726(5).67 - AMC - Integrity Evidence, Assertions and Baseline	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.	Y
5726[06](05)068	[06]	Authorized	AMC	5726(5).68 - AMC - Integrity Evidence, Assertions and Baseline	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.	Y
5726[06](05)069	[06]	Authorized	GM	5726(5).69 - GM - Recovering Integrity	69. For guidance refer to the MASIM2.	Y
5726[06](06)	[06]	Authorized	Regulation	5726(6) - Regulation - Exploiting Integrity	The TAA shall ensure that Integrity is exploited to make best use of the inherent capabilities of the Air System.	Y
5726[06](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.	Y

5726[06](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.	Y
5726[06](06)072	[06]	Authorized	GM	5726(6).72 - GM - Exploiting Integrity	72. For guidance refer to the MASIM2.	Y
5805[05]	[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 derived² 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)).	Y
5805[05](00)	[05]	Authorized	Regulation	5805() - 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 action³. 3 Refer to RA 1165 – UK Civil Aviation Authority Oversight of UK Military Registered Air Systems.	Y
5805[05](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 SB⁴. 4 law Para 4e 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.	Y

5805[05](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 Director⁵ or Sponsor⁶ 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.	Y
5805[05](01)003	[05]	Authorized	GM	5805(1).3 - GM - Airworthiness Directives and Service Bulletins (MRP Part 21.A.3B)	3. Promulgation of the required corrective action and / or inspection will be via an SI(T)⁷ or Modification Leaflet⁸ as applicable. 7 Refer to RA 5405 – Special Instructions (Technical). 8 Refer to RA 5305 – In Service Design Changes.	Y
5805[05](01)004	[05]	Authorized	GM	5805(1).4 - GM - Airworthiness Directives and Service Bulletins (MRP Part 21.A.3B)- Airworthiness Directive	4. An AD is a document issued by a recognized civil authority (such as the EASA or the FAA) which mandates the actions to be performed on an Air System to restore an acceptable level of Safety⁹, when evidence shows that the Safety level of the Air System may otherwise be compromised. 9 Refer to RA 1230 – Design Safety Targets.	Y
5805[05](01)005	[05]	Authorized	GM	5805(1).5 - GM - Airworthiness Directives and Service Bulletins (MRP Part 21.A.3B)- Airworthiness Directive	5. An AD will contain at least the following information: a. Identification of the unsafe condition. b. Identification of the affected Air System operating and Maintenance associated documentation. c. The action(s) required. d. The compliance time / cycles for the required action(s). e. The date of entry into force.	Y
5805[05](01)006	[05]	Authorized	GM	5805(1).6 - GM - Airworthiness Directives and Service Bulletins (MRP Part 21.A.3B)- Service Bulletin	6. It is common practice among civil DO to request actions to improve the Safety level of their Product, Part or Appliance by means of a SB. A SB may or may not result in the introduction of a design change. The use of a SB will provide the recipient with information or advance instruction for corrective action.	Y
5805[05](01)007	[05]	Authorized	GM	5805(1).7 - GM - Airworthiness Directives and Service Bulletins (MRP Part 21.A.3B)- Service Bulletin	7. However, a SB issued by a DO does not carry a mandatory requirement for action, irrespective of whether the SB is published in anticipation of an AD, to be subsequently issued by a recognized Authority	Y
5810[08]	[08]	Authorized	RA Rationale	5810 - RA (Issue 8) - 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).	Y

5810[08](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.	Y
5810[08](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.	Y
5810[08](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.	Y
5810[08](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.	Y
5810[08](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.	Y

5810[08](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.	Y
5810[08](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.	Y
5810[08](01)007	[08]	Authorized	GM	5810(1).7 - GM - Certification of UK Military Registered Air Systems (MRP Part 21.A.11)	7. Successful completion of the MACP for a new Air System will result in the MAA issuing a MTC or Restricted MTC (RMTC) to the TAA. A MTC or RMTC will cover the entire Air System, including engines and propellers, where applicable[9]. The MTC or RMTC will certify that the Air System: a. Has been designed by an approved organization(s). b. Meets the approved TCB, or that any Airworthiness Requirements not complied with are compensated for by controls, factors, or mitigations that provide an Equivalent Level of Safety (ELoS). c. Is supported by appropriate RTSR, approved Air System Document Set (ADS) containing instructions for safe operation and sustaining Type Airworthiness and a comprehensive Type Airworthiness Safety Assessment[4]. [9] Successful completion of the MACP for a change to Type Design for a Legacy Air System will result in the MAA issuing an Approved Design Change Certificate (ADCC) to the TAA. An ADCC only covers the certified change(s) to the Type Design as opposed to the whole Air System. Refer to RA 5820 – Changes in Type Design (MRP Part 21 Subpart D) and MMAC Chapter 3: Changes to Type Design (MRP Part 21 Subpart D).	Y
5810[08](01)008	[08]	Authorized	GM	5810(1).8 - GM - Certification of UK Military Registered Air Systems (MRP Part 21.A.11)	8. The initial RTSR for new Air Systems needs to be approved by the relevant Defence Equipment and Support (DE&S) Operating Centre Director (OCD) and submitted to the MAA for independent assurance[6]. For Major Changes, the MAA, in consultation with the RTS Authority (RTSA)[10] and TAA, will decide during MACP Phase 3 if the MAA will carry out an RTSR audit in addition to producing the TCR. [10] Where RTS Authority (RTSA) is used in this RA, this also includes the Sponsor responsible for authorizing the MPTF (In-Service) or the TAM responsible for approving the MPTF (Special Case Flying) for Civilian Operated Air Systems, as detailed at RA 1305 – Military Permit to Fly (MPTF) (In-Service), (Special Case Flying) and (Single Task).	Y
5810[08](01)009	[08]	Authorized	GM	5810(1).9 - GM - Certification of UK Military Registered Air Systems (MRP Part 21.A.11)	9. To be eligible to request Certification credit within the MACP, the TAA will need to successfully complete a structured 2-part review which is comprehensive, fully documented, auditable and involves the MAA. Detailed guidance regarding this process can be found in the Manual of Military Air System Certification (MMAC)[11]. [11] Refer to MMAC Chapter 5: Certification Credit within the MACP.	Y

5810[08](01)010	[08]	Authorized	GM	5810(1).10 - GM - Certification of UK Military Registered Air Systems (MRP Part 21.A.11)	10. Refer to the MMAC[12] for further related Guidance Material and other nonregulatory process. [12] Refer to MMAC Chapter 2: Certification of Air System Type Designs (MRP Part 21 Subpart B) and the MACP.	Y
5810[08](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.	Y
5810[08](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).	Y
5810[08](02)012	[08]	Authorized	GM	5810(2).12 - GM - Demonstration of Capability (MRP Part 21.A.14)	12. Refer to the MMAC[12] for further related Guidance Material and other nonregulatory process.	Y
5810[08](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.	Y
5810[08](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.	Y
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.	Y
5810[08](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).	Y

5810[08](03)016	[08]	Authorized	GM	5810(3).16 - GM - Application (MRP Part 21.A.15)	16. When the application for a MTC is based on a Type Certificate (TC) issued by civil regulator (such as the European Union Aviation Safety Agency (EASA)), such a TC may contain OSD as approved data. The OSD available will depend upon the class of Air System based around the following defined constituents: a. Minimum syllabus of pilot type rating training, including the determination of type rating. b. Definition of scope of the Air System validation source data to support the objective qualification of simulator(s) associated to the pilot type rating training, or provisional data to support their interim qualification. c. Minimum syllabus of Maintenance certifying staff type rating training, including determination of type rating. d. Determination of type specific data for cabin crew training. e. The Master Minimum Equipment List (MMEL). f. Other type-related operational suitability elements.	Y
5810[08](03)017	[08]	Authorized	GM	5810(3).17 - GM - Application (MRP Part 21.A.15)	17. An assessment of the implications on the OSD is required in the scope of the proposed military operation(s), taking in to account the difference in assumptions that were the basis for the OSD in the civil TC and compatibility with training for military pilots, other Aircrew and Maintenance certifying staff.	Y
5810[08](03)018	[08]	Authorized	GM	5810(3).18 - GM - Application (MRP Part 21.A.15)	18. Refer to the MMAC[12] for further related Guidance Material and other nonregulatory process.	Y
5810[08](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.	Y
5810[08](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.	Y
5810[08](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].	Y
5810[08](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.	Y
5810[08](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.	Y

5810[08](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.	Y
5810[08](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.	Y
5810[08](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.	Y
5810[08](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.	Y
5810[08](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.	Y
5810[08](04)028	[08]	Authorized	GM	5810(4).28 - GM - Type Certification Basis (MRP Part 21.A.15)	28. The MTC certifies that the Air System meets the TCB, including any compensating controls or mitigations that provide an ELoS, otherwise an RMTC may be issued (see RA 5810(9)).	Y
5810[08](04)029	[08]	Authorized	GM	5810(4).29 - GM - Type Certification Basis (MRP Part 21.A.15)	29. In line with relevant Certification Specifications, Instructions for Sustaining Type Airworthiness (ISTA) will be prepared iaw the TCB[18]. [18] Refer to RA 5815 – Instructions for Sustaining Type Airworthiness.	Y
5810[08](04)030	[08]	Authorized	GM	5810(4).30 - GM - Type Certification Basis (MRP Part 21.A.15)	30. Any proposed alternative Certification Specifications will be sufficiently detailed and specific, such that the case for their use is clear.	Y
5810[08](04)031	[08]	Authorized	GM	5810(4).31 - GM - Type Certification Basis (MRP Part 21.A.15)	31. The Special Conditions contain such safety standards that the TAA finds necessary to establish a level of safety that is acceptable to the MAA.	Y

5810[08](04)032	[08]	Authorized	GM	5810(4).32 - GM - Type Certification Basis (MRP Part 21.A.15)	32. Where the MAA has previously approved a Specification(s) to support certification of the Air System (or sub-system changes), it may be appropriate to use the same Specification(s) to identify Airworthiness Requirements for changes to Type Design. Justification for this choice would have to demonstrate that, with respect to the proposed change, the rationale underpinning the MAA's previous approval remained valid and that the Certification Specification provide adequate Airworthiness Requirements. Designation of applicable Certification Specifications for changes to Type Design is regulated by RA 5820[14].	Y
5810[08](04)033	[08]	Authorized	GM	5810(4).33 - GM - Type Certification Basis (MRP Part 21.A.15)	33. Refer to the MMAC[12] for further related Guidance Material and other nonregulatory process.	Y
5810[08](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.	Y
5810[08](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. f. A proposal for the TAA and MAA Levels of Involvement (LoI) in the verification of compliance demonstration activities and data.	Y
5810[08](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.	Y
5810[08](05)036	[08]	Authorized	GM	5810(5).36 - GM - Certification Programme (MRP Part 21.A.15)	36. Refer to the MMAC[12] for related Guidance Material and other non-regulatory process.	Y
5810[08](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.	Y
5810[08](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).	Y
5810[08](06)038	[08]	Authorized	GM	5810(6).38 - GM - Changes Requiring a New Military Type Certificate (MRP Part 21.A.19)	38. Changes in Type Design are addressed in RA 5820[14] including guidance on when it may be necessary to apply for a new MTC.	Y
5810[08](06)039	[08]	Authorized	GM	5810(6).39 - GM - Changes Requiring a New Military Type Certificate (MRP Part 21.A.19)	39. Refer to the MMAC[12] for further related Guidance Material and other nonregulatory process.	Y

5810[08](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.	Y
5810[08](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.	Y
5810[08](07)041	[08]	Authorized	GM	5810(7).41 - GM - Compliance with the Type Certification Basis (MRP Part 21.A.20)	41. Refer to the MMAC[12] for related Guidance Material and other non-regulatory process.	Y
5810[08](08)	[08]	Authorized	Regulation	5810(8) - Regulation - Issue of Military Type Certificate (MRP Part 21.A.21)	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.	Y
5810[08](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.	Y
5810[08](08)043	[08]	Authorized	GM	5810(8).43 - GM - Issue of Military Type Certificate (MRP Part 21.A.21)	43. Refer to the MMAC[12] for related Guidance Material and other non-regulatory process.	Y
5810[08](09)	[08]	Authorized	Regulation	5810(9) - Regulation - Issue of Restricted Military Type Certificate (MRP Part 21.A.21)	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.	Y
5810[08](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.	Y
5810[08](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.	Y
5810[08](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.	Y

5810[08](09)047	[08]	Authorized	GM	5810(9).47 - GM - Issue of Restricted Military Type Certificate (MRP Part 21.A.21)	47. Examples of conditions that would result in the issue of a RMTC include, but are not limited to: a. The ADS is incomplete or requires additional validation gained from early In-Service experience and / or on-going Test and Evaluation. b. Shortcomings identified during the review of the TCE and RTSR that result in significant MACP Actions being placed on the TAA. c. The Air System not being ready to be transitioned to UMC (as defined in Def Stan 05-05719) at initial RTS. In this circumstance the MAA would expect to understand from the TAA how they would intend to keep oversight of the Air System configuration such that changes to the configuration, including the need to update the ADS whilst Under Contractor Control (as defined in Def Stan 05-057[19]), would not increase Risk.	Y
5810[08](09)048	[08]	Authorized	GM	5810(9).48 - GM - Issue of Restricted Military Type Certificate (MRP Part 21.A.21)	48. Refer to the MMAC[12] for further related Guidance Material and other nonregulatory process.	Y
5810[08](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.	Y
5810[08](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.	Y
5810[08](10)050	[08]	Authorized	GM	5810(10).50 - GM - Type Design (MRP Part 21.A.31)	50. Refer to the MMAC[12] for related Guidance Material and other non-regulatory process	Y
5810[08](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.	Y
5810[08](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	Y

5810[08](11)052	[08]	Authorized	AMC	5810(11).52 - AMC - Inspections and Tests (MRP Part 21.A.33)	52. Where identified in the Lol 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.	Y
5810[08](11)053	[08]	Authorized	GM	5810(11).53 - GM - Inspections and Tests (MRP Part 21.A.33)	53. The DO's statement of conformity is intended to ensure that: the manufactured test specimen adequately represents the proposed Type Design; that the test and measuring equipment conform to its purpose; and that the sensors and measuring system are appropriately calibrated. Any non-conformity will be assessed for justification that it will not compromise the test purpose and results. This can be achieved either in the statement of conformity or by cross reference to other documents (test minutes of meetings, test notes etc).	Y
5810[08](11)054	[08]	Authorized	GM	5810(11).54 - GM - Inspections and Tests (MRP Part 21.A.33)	54. Type Certification is typically an iterative process in which the design is under continuous evolution. If the Type Design evolves after the time of the inspection or test, then the final Type Design will be checked against the proposed Type Design (as it was at the time of the inspection or test), and the differences (if any) analyzed to ensure that the inspection or test results are representative of the final configuration. However, such changes made to the Type Design may lead to the invalidation of the inspection or test results and a need to repeat the inspection or test. The DO will need to have a robust configuration management process to track the evolving Type Design.	Y
5810[08](11)055	[08]	Authorized	GM	5810(11).55 - GM - Inspections and Tests (MRP Part 21.A.33)	55. The Lol agreed in the CP will need to be considered by the TAA as this is where the MAA will have determined the inspections and tests they wish to witness.	Y
5810[08](11)056	[08]	Authorized	GM	5810(11).56 - GM - Inspections and Tests (MRP Part 21.A.33)	56. The scope of these requirements is not limited to inspections and tests, they refer to any data or information related to demonstration of compliance with the TCB.	Y
5810[08](11)057	[08]	Authorized	GM	5810(11).57 - GM - Inspections and Tests (MRP Part 21.A.33)	57. Refer to the MMAC[12] for further related Guidance Material and other nonregulatory process.	Y
5810[08](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).	Y
5810[08](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.	Y
5810[08](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.	Y
5810[08](12)060	[08]	Authorized	GM	5810(12).60 - GM - Flight Tests (MRP Part 21.A.35)	60. Nil.	Y
5810[08](13)	[08]	Authorized	Regulation	5810(13) - Regulation - Responsibilities of the Holder (MRP Part 21.A.44)	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.	Y

5810[08](13)061	[08]	Authorized	AMC	5810(13).61 - AMC - Responsibilities of the Holder (MRP Part 21.A.44)	61. Nil.	Y
5810[08](13)062	[08]	Authorized	GM	5810(13).62 - GM - Responsibilities of the Holder (MRP Part 21.A.44)	62. Nil.	Y
5810[08](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	Y
5810[08](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.	Y
5810[08](14)064	[08]	Authorized	GM	5810(14).64- GM - Transferability (MRP Part 21.A.47)	64. Refer to the MMAC[22] for related Guidance Material and other non-regulatory process. [22] Refer to MMAC Chapter 4: MTC and ADCC Explained.	Y
5810[08](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.	Y
5810[08](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.	Y
5810[08](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.	Y
5810[08](15)067	[08]	Authorized	GM	5810(15).67 - GM - Duration and Continued Validity (MRP Part 21.A.51)	67. Refer to the MMAC[22] for related Guidance Material and other non-regulatory process.	Y
5810[08](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.	Y
5810[08](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.	Y
5810[08](16)069	[08]	Authorized	GM	5810(16).69 - GM - Record Keeping (MRP Part 21.A.55)	69. International or collaborative programmes will be required to co-ordinate custodianship of appropriate documentation, however the TAA will still need to agree suitable access.	Y

5810[08](16)070	[08]	Authorized	GM	5810(16).70 - GM - Record Keeping (MRP Part 21.A.55)	70. Significant documents supporting Certification include any document supporting decision-making or evidence submitted as part of the MACP such as relevant design information, drawings, test reports, including inspection records for the Air System tested, meeting records, safety assessments, independent analysis etc.	Y
5810[08](16)071	[08]	Authorized	GM	5810(16).71 - GM - Record Keeping (MRP Part 21.A.55)	71. It is acceptable that significant documents supporting Certification are held by the appropriate DO.	Y
5810[08](16)072	[08]	Authorized	GM	5810(16).72 - GM - Record Keeping (MRP Part 21.A.55)	72. Refer to the MMAC[12] for further related Guidance Material and other nonregulatory process.	Y
5810[08](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.	Y
5810[08](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.	Y
5810[08](17)074	[08]	Authorized	GM	5810(17).74 - GM - Manuals (MRP Part 21.A.57)	74. Nil.	Y
5812[02]	[02]	Authorized	RA Rationale	5812 - RA (Issue 2) - Digital Models and Simulations Supporting Airworthiness Related 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 decision making (which include decisions on whether design requirements are met) have been derived from a credible source and are appropriate for their intended use.	N
5812[02](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	N
5812[02](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.	N
5812[02](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.	N

5812[02](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.	N
5812[02](01)004	[02]	Authorized	GM	5812(1).4 - GM - Development and Assurance of Modelling and Simulation. Background.	As it is becoming increasingly viable to produce M&S that can provide sufficiently accurate information for Airworthiness-related decision-making, there is a desire to exploit the time and cost benefits (beyond traditional physical testing) they can offer. However, all M&S are abstractions and as such introduce uncertainty into the information they provide to the decision-maker. This RA provides the Regulations and non-exhaustive guidance on activities required to understand and communicate the Risk associated with the uncertainty such that informed decisions can be made.	N
5812[02](01)005	[02]	Authorized	GM	5812(1).5 - GM - M&S Criticality	Similar to Safety Risk (which is a product of likelihood and consequence of failure), M&S Risk is determined as a product of the level of influence and the consequence of Airworthiness-related decisions based on the M&S outputs (ie the consequence of an incorrect decision being made). The 'Level' of M&S Criticality is a measure of this M&S Risk.	N
5812[02](01)006	[02]	Authorized	GM	5812(1).6 - GM - M&S Criticality	Level of Influence. M&S level of influence estimates the degree to which M&S results impact the Airworthiness-related decision under consideration. This is predicated on the amount and quality of other (non-M&S) information available and how it was to be used to support the impending decision. It is recognized that a M&S may initially have been designed for a low (negligible or minor) impact on Airworthiness-related decisions and then be proposed for a higher level of influence (moderate or significant). Although this approach is typically very challenging and, therefore not recommended, historical assurance evidence may offer a suitable alternative to reverse engineering model development. Where the final level of influence is unknown at the beginning of a programme, it is prudent to develop a strategy that includes routes to higher levels.	N
5812[02](01)007	[02]	Authorized	GM	5812(1).7 - GM - M&S Criticality	Consequence. Consequence classifications assess the impact of a M&S influenced decision on Airworthiness (or Air Safety). It is recommended that the consequence categories (of Airworthiness-related decisions) are aligned with the severity categories in the Defence Aviation Hazard Risk Matrix (HRM) ² , or Defence Contractor Flying Organization equivalents as appropriate. ² Refer to RA 1210 – Ownership and Management of Operating Risk (Risk to Life), Annex A – ADH Ownership, Referral and Defence Aviation Hazard Risk Matrix	N
5812[02](01)008	[02]	Authorized	GM	5812(1).8 - GM - M&S Criticality	An example of developing an appropriate M&S Criticality Matrix is provided at Annex A. This example is not the only acceptable means of establishing model criticality; other standards / specifications may be used with suitable evidence supporting their appropriate adaptation (where required).	N

5812[02](01)009	[02]	Authorized	GM	5812(1).9 - GM - Selection of Recognized Standard(s) / Specification(s)	There are limited application-specific standards / specifications relating to M&S available and the level of confidence that can be drawn from their use is variable. It is therefore necessary for the TAA to be confident that the chosen standard(s) / specification(s) will provide appropriate levels of development and Assurance. Where this is not possible, it may be necessary to propose a combination of standard(s) / specification(s) underpinned by processes and historical assurance data. Further guidance is as follows: a. For software related M&S, the safety-related Programmable Elements approach defined in Defence Standard 00-9703 is applicable (ie the application of RTCA DO-330). b. For non-software related M&S, where application specific standards are available, the following list details the minimum expected constituent components of appropriate standard(s) / specification(s). Depending on model criticality, tailoring of these minimum requirements may be permitted, see Annex A for a worked example. (1) Data and M&S input Verification, Validation and pedigree. (2) A mechanism for measuring compliance. (3) Verification and Validation for specific M&S. (4) Uncertainty characterization. (5) Sensitivity analysis. (6) Competence. (7) Methods for analysing and interpreting M&S results. (8) Change management processes. (9) Processes for reporting results. (10) Best practices for user interface design. c. Where no application specific M&S standard is available, or such a standard alone is deemed to be insufficient, a combination of standards, specifications, processes and historical Assurance evidence may be utilized to establish the minimum expected constituent components detailed above.	N
5812[02](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).	N

5812[02](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.	N
5812[02](02)011	[02]	Authorized	GM	5812(2).11 - GM - Use of Modelling and Simulation to Claim Credit for Certification Evidence MAA Review of M&S Development and Assurance.	Agreeing an MCRI with the MAA provides an independent review of the proposed approach, offering the Applicant confidence that the arrangements for M&S development and Assurance are appropriate for the intended use. This supports efficient progress through later stages of the MACP, removing Risk that Certification evidence will be rejected by the MAA on the basis that the development and Assurance of the M&S has not been demonstrated as appropriate. It also allows the TAA and MAA to develop an understanding of the level of uncertainty and hence Risk that may be introduced to decision-making by the M&S; this is key to ensuring that suitable mitigations are introduced through the MACP.	N
5815[04]	[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, Parts, 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.	Y

5815[04]	[04]	Authorized	Regulation	5815 - RA (Issue 4) - Provision and Amendments to Instructions for Sustaining Type Airworthiness	The Type Airworthiness Authority (TAA)4 shall approve5, 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 TCB7. 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.	Y
5815[04](01)001	[04]	Authorized	AMC	5815(1).1 - AMC - Provision and Amendments to Instructions for Sustaining Type Airworthiness	1. 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.	Y
5815[04](01)002	[04]	Authorized	AMC	5815(1).2 - AMC - Provision and Amendments to Instructions for Sustaining Type Airworthiness	2. 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.	Y

5815[04](01)003	[04]	Authorized	AMC	5815(1).3 - AMC - Provision and Amendments to Instructions for Sustaining Type Airworthiness	3. The TAA should develop and maintain ISTA through-life iaw the requirements of the ADS management plan¹. 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 review⁹. b. An Air Safety Occurrence¹⁰. c. A Narrative Fault Report. d. An Unsatisfactory Feature Report (UFR). e. Changes to Type Design¹¹ or In-Service design changes¹². f. Repairs¹³. g. Special Instructions (Technical) (SI(T))¹⁴. 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).	Y
5815[04](01)004	[04]	Authorized	AMC	5815(1).4 - AMC - Provision and Amendments to Instructions for Sustaining Type Airworthiness	4. The TAA should ensure that the DO or Commodity CE: a. Develops ISTA iaw the TCB¹⁵, where applicable. b. Provides details of the Quality Assurance process for the development of ISTA¹. c. Provides a plan for the validation process¹. d. Makes changes to ISTA available to the TAA at the earliest opportunity. e. Details how changes to the ISTA are promulgated. 14 Refer to RA 5405 – Special Instructions (Technical). 15 Refer to RA 5810 – Military Type Certificate (MRP Part 21 Subpart B).	Y

5815[04](01)005	[04]	Authorized	AMC	5815(1).5 - AMC - Provision and Amendments to Instructions for Sustaining Type Airworthiness	5. The following ISTA, as a minimum, should be provided¹⁶: 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, Service Bulletin). m. Emergency Rescue and Mishap Response Information. ¹⁶ The Topic numbers in brackets are legacy military references. Equivalent ISTA titles are acceptable.	Y
5815[04](01)006	[04]	Authorized	AMC	5815(1).6 - AMC - North Atlantic Treaty Organization (NATO) Stock Numbers (NSN)	6. Where Products, Parts and Appliances are ► provisioned through◄ 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.	Y
5815[04](01)007	[04]	Authorized	AMC	5815(1).7 - AMC - Repairs	7. Where repaired Products, Parts or Appliances are released back into 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 .	Y
5815[04](01)008	[04]	Authorized	AMC	5815(1).8 - AMC - Repairs	8. 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.	Y
5815[04](01)009	[04]	Authorized	GM	5815(1).9 - GM - Provision and Amendments to Instructions for Sustaining Type Airworthiness	9. If required by the TAA, the following ISTA may also be provided¹⁶: a. Preservation, Packing, Transport and Storage Instructions (Topic 7). b. Air Transport Operations Manual (Topic 11). c. Cross-servicing Guide (Topic 12B). d. Engine Ground Running Reference Cards (Topic 12C).	Y
5815[04](01)010	[04]	Authorized	GM	5815(1).10 - GM - Provision and Amendments to Instructions for Sustaining Type Airworthiness	10. Guidance for the layout and technical content of ISTA is detailed in Defence Standard 00-601 Part 117. ¹⁷ Refer to Defence Standard 00-601 Part 1 – AIR S1000D Business Rules.	Y
5815[04](01)011	[04]	Authorized	GM	5815(1).11 - GM - Provision and Amendments to Instructions for Sustaining Type Airworthiness	11. The provision of ISTA for new materiel is normally developed as an element within the project Integrated Logistic Support plan.	Y

5815[04](01)012	[04]	Authorized	GM	5815(1).12 - GM - Provision and Amendments to Instructions for Sustaining Type Airworthiness	12. UFRs may be made by means of a MOD Form 765 UFR. UFRs are routed via the TAA and / or Commodity CE, and if appropriate, to the DO.	Y
5815[04](01)013	[04]	Authorized	GM	5815(1).13 - GM - Provision and Amendments to Instructions for Sustaining Type Airworthiness	13. Where Repairs are approved by the TAA but do not have sufficiently wide application they may not be included as Repair Schemes in the provided ISTA13.	Y
5815[04](01)014	[04]	Authorized	GM	5815(1).14 - GM - Provision and Amendments to Instructions for Sustaining Type Airworthiness	14. Where the DO or Commodity CE is in doubt whether ISTA prepared by a contractor or subcontractor meets the requirements, they will consult the TAA; this is particularly important when a subcontractor offers existing ISTA.	Y
5815[04](01)015	[04]	Authorized	GM	5815(1).15 - GM - Provision and Amendments to Instructions for Sustaining Type Airworthiness	15. The DO is responsible for obtaining and supplying the required ISTA to their subcontractors. They need to ensure that these documents are properly maintained during the period of the sub-contract and withdraw them on completion of the sub-contract.	Y
5815[04](01)016	[04]	Authorized	GM	5815(1).16 - GM - Provision and Amendments to Instructions for Sustaining Type Airworthiness	16. The DO, subcontractor or Commodity CE is responsible for the management and retention of all ISTA master materiel that they have prepared until that responsibility is transferred or terminated18. 18 Refer to RA 5301 – Air System Configuration Management.	Y
5815[04](01)017	[04]	Authorized	GM	5815(1).17 - GM - Provision and Amendments to Instructions for Sustaining Type Airworthiness	17. The DO or Commodity CE will provide the TAA with the ISTA for items that require in-situ Maintenance as part of a higher assembly, for incorporation in the higher assembly's Maintenance instructions, for integration purposes.	Y
5815[04](01)018	[04]	Authorized	GM	5815(1).18 - GM - Provision and Amendments to Instructions for Sustaining Type Airworthiness	18. The TAA or Commodity CE will provide Maintenance instructions on Government Furnished Assets.	Y
5815[04](01)019	[04]	Authorized	GM	5815(1).19 - GM - Provision and Amendments to Instructions for Sustaining Type Airworthiness	19. The DO must ensure that the copyright of all ISTA supplied in satisfaction of a contract is vested in them or that they have written permission from any other copyright holder to make use of such materiel. The Crown requires free licence to reproduce the ISTA in whole or in part for any UK Government purpose iaw DefCon 9019. 19 Refer to Defence Condition 90 – Copyright. (Available in the Knowledge in Defence Commercial Toolkit).	Y
5815[04](01)020	[04]	Authorized	GM	5815(1).20 - GM - Provision and Amendments to Instructions for Sustaining Type Airworthiness	20. Emergency Rescue and Mishap Response Information will be provided to the Defence Aerodrome Rescue Fire Fighting Service Providers20. 20 Refer to STANAG 3896 – Aerospace Emergency Rescue and Mishap Response Information (Emergency Services). The TAA or Commodity CE will confirm what ISTA can be released via Resilience Direct.	Y
5815[04](01)021	[04]	Authorized	GM	5815(1).21 - GM - Advance Information Leaflets (AIL)	21. AIL provide for the rapid issue of a temporary amendment to the ISTA in advance of formal amendment. It will be written using the same conventions as the parent ISTA and include a terminating note detailing a validity statement and details on amendment action.	Y
5815[04](01)022	[04]	Authorized	GM	5815(1).22 - GM - SI(T)	22. SI(T)14 may contain information which supersedes that contained in the ISTA and may call for a publication amendment.	Y

5820[07]	[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.	Y
5820[07](01)	[07]	Authorized	Regulation	5820(1) - Regulation - Classification of Changes in Type Design (MRP Part 21.A.91)	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).	Y
5820[07](01)001	[07]	Authorized	AMC	5820(1).1 - AMC - Classification of Changes in Type Design (MRP Part 21.A.91)	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.	Y
5820[07](01)002	[07]	Authorized	AMC	5820(1).2 - AMC - Classification of Changes in Type Design (MRP Part 21.A.91)	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.	Y
5820[07](01)003	[07]	Authorized	AMC	5820(1).3 - AMC - Classification of Changes in Type Design (MRP Part 21.A.91)	The classification decision and supporting justification of all changes to Type Design should be recorded. These records should be easily accessible for sample checking.	Y
5820[07](01)004	[07]	Authorized	AMC	5820(1).4 - AMC - Classification of Changes in Type Design (MRP Part 21.A.91)	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 re classify a change if deemed appropriate to do so	Y
5820[07](01)005	[07]	Authorized	GM	5820(1).5 - GM - Classification of Changes in Type Design (MRP Part 21.A.91)	Refer to the Manual of Military Air System Certification (MMAC) ³ for related Guidance Material and other non-regulatory process. 3 Refer to MMAC Chapter 3: Changes to Type Design (MRP Part 21 Subpart D)	Y
5820[07](02)	[07]	Authorized	Regulation	5820(2) - Regulation - Application (MRP Part 21.A.93)	An application for a proposed Major Change in Type Design shall be made by the TAA using MAA Form 30.	Y

5820[07](02)006	[07]	Authorized	AMC	5820(2).6 - AMC - Application (MRP Part 21.A.93)	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 MMAC3 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).	Y
5820[07](02)007	[07]	Authorized	AMC	5820(2).7 - AMC - Application (MRP Part 21.A.93)	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).	Y
5820[07](02)008	[07]	Authorized	AMC	5820(2).8 - AMC - Application (MRP Part 21.A.93)	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 justification⁵, 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.	Y
5820[07](02)009	[07]	Authorized	GM	5820(2).9 - GM - Application (MRP Part 21.A.93)	Refer to the MMAC3 for related Guidance Material and other non-regulatory process	Y
5820[07](03)	[07]	Authorized	Regulation	5820(3) - Regulation - Approval of Minor Changes (MRP Part 21.A.95)	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).	Y

5820[07](03)010	[07]	Authorized	AMC	5820(3).10 - AMC - Approval of Minor Changes (MRP Part 21.A.95)	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.	Y
5820[07](03)011	[07]	Authorized	AMC	5820(3).11 - AMC - Approval of Minor Changes (MRP Part 21.A.95)	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.	Y
5820[07](03)012	[07]	Authorized	AMC	5820(3).12 - AMC - Approval of Minor Changes (MRP Part 21.A.95)	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.	Y
5820[07](03)013	[07]	Authorized	AMC	5820(3).13 - AMC - Approval of Minor Changes (MRP Part 21.A.95)	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.	Y
5820[07](03)014	[07]	Authorized	AMC	5820(3).14 - AMC - Approval of Minor Changes (MRP Part 21.A.95)	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 MACP6. 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).	Y
5820[07](03)015	[07]	Authorized	AMC	5820(3).15 - AMC - Approval of Minor Changes (MRP Part 21.A.95)	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.	Y
5820[07](03)016	[07]	Authorized	GM	5820(3).16 - GM - Approval of Minor Changes (MRP Part 21.A.95)	Refer to the MMAC3 for related Guidance Material and other non-regulatory process.	Y
5820[07](04)	[07]	Authorized	Regulation	5820(4) - Regulation - Approval of Major Changes (MRP Part 21.A.97)	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.	Y
5820[07](04)017	[07]	Authorized	AMC	5820(4).17 - AMC - Approval of Major Changes (MRP Part 21.A.97)	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 MACP6.	Y
5820[07](04)018	[07]	Authorized	AMC	5820(4).18 - AMC - Approval of Major Changes (MRP Part 21.A.97)	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.	Y

5820[07](04)019	[07]	Authorized	AMC	5820(4).19 - AMC - Impact on the Air System Safety Case (ASSC)	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.	Y
5820[07](04)020	[07]	Authorized	GM	5820(4).20 - GM - Approval of Major Changes (MRP Part 21.A.97)	Refer to the MMAC3 for related Guidance Material and other non-regulatory process.	Y
5820[07](05)	[07]	Authorized	Regulation	5820(5) - Regulation - Designation of Applicable Certification Specifications for Airworthiness (MRP Part 21.A.101)	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).	Y
5820[07](05)021	[07]	Authorized	AMC	5820(5).21 - AMC - Designation of Applicable Certification Specifications for Airworthiness (MRP Part 21.A.101) CPR	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 RA 5820(1) paragraph 2. 9 A change is considered Not Significant if it is neither Significant nor Substantial	Y
5820[07](05)022	[07]	Authorized	AMC	5820(5).22 - AMC - Designation of Applicable Certification Specifications for Airworthiness (MRP Part 21.A.101) CPR	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.	Y
5820[07](05)023	[07]	Authorized	AMC	5820(5).23 - AMC - Designation of Applicable Certification Specifications for Airworthiness (MRP Part 21.A.101) CPR	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 are directly related.	Y
5820[07](05)024	[07]	Authorized	AMC	5820(5).24 - AMC - Designation of Applicable Certification Specifications for Airworthiness (MRP Part 21.A.101) CPR	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 58104, 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.	Y

5820[07](05)025	[07]	Authorized	GM	5820(5).25 - GM - Designation of Applicable Certification Specifications for Airworthiness (MRP Part 21.A.101)	Refer to the MMAC3 for related Guidance Material and other non-regulatory process.	Y
5820[07](06)	[07]	Authorized	Regulation	5820(6) - Regulation - Record Keeping (MRP Part 21.A.105)	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.	Y
5820[07](06)026	[07]	Authorized	AMC	5820(6).26 - AMC - Record Keeping (MRP Part 21.A.105)	Record keeping procedures should be iaw RA 5810(16)10. 10 Refer to RA 5810(16): Record Keeping (MRP Part 21.A.105).	Y
5820[07](06)027	[07]	Authorized	GM	5820(6).27 - GM - Record Keeping (MRP Part 21.A.105)	Record keeping procedures will be iaw RA 5810(16).	Y
5825[04]	[04]	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 48143. 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.	Y
5825[04](01)	[04]	Authorized	Regulation	5825(1) - Regulation - Fault Reporting and Investigation	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.	Y
5825[04](01)001	[04]	Authorized	AMC	5825(1).1 - AMC - Fault Reporting	The TAA / Commodity CE should have a system in place that ensures that reported failures, malfunctions and defects are managed, analyzed and appropriate action taken4. 4 This reporting requirement is in addition to the need to report Occurrences in accordance with RA 1410 – Occurrence Reporting and Management.	Y

5825[04](01)002	[04]	Authorized	AMC	5825(1).2 - AMC - Fault Reporting	The TAA / Commodity CE should ensure the DO has a system 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	Y
5825[04](01)003	[04]	Authorized	AMC	5825(1).3 - AMC - Fault Reporting	The TAA / Commodity CE should notify the Aviation Duty Holder (ADH) /Accountable Manager (Military Flying) (AM(MF)) of any increased Rtl5 resulting from a failure, malfunction or defect. 5 Refer to RA 5011 — Type Airworthiness Safety Management System.	Y
5825[04](01)004	[04]	Authorized	AMC	5825(1).4 - AMC - Fault Investigation	The investigating authority should normally be the TAA but, where arrangements have been made, can be a DO.	Y
5825[04](01)005	[04]	Authorized	AMC	5825(1).5 - AMC - Fault Investigation	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.	Y
5825[04](01)006	[04]	Authorized	AMC	5825(1).6 - AMC - Quarantine	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.	Y
5825[04](01)007	[04]	Authorized	AMC	5825(1).7 - AMC - Quarantine	The TAA / Commodity CE should provide disposal instructions for materiel under quarantine	Y
5825[04](01)008	[04]	Authorized	AMC	5825(1).8 - AMC - Flammability Reduction Means (FRM)	TAA's who have FRM6 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.	Y
5825[04](01)009	[04]	Authorized	AMC	5825(1).9 - AMC - Flammability Reduction Means (FRM)	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. Develop SI(T)7 or revise the applicable Instructions for Sustaining Type Airworthiness8 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	Y
5825[04](01)010	[04]	Authorized	GM	5825(1).10 - GM - Fault Reporting	A MOD Form 760 – Narrative Fault Report or equivalent may be used for Fault reporting.	Y

5825[04](01)011	[04]	Authorized	GM	5825(1).11 - GM - Unsafe Condition	An 'unsafe' condition exists if there is factual evidence (from In-Service experience, analysis or tests) that: a. An event may occur that would result in an increased RtL, or reduce the capability of the Air System or the ability of the crew to cope with adverse operating conditions to the extent that there would be: (1) A large reduction in Safety margins or functional capabilities, or (2) Physical distress or excessive workload such that the flight crew cannot be relied upon to perform their tasks accurately or completely; or (3) Serious or fatal injury to one or more occupants unless it is shown that the probability of such an event is within the limit defined by the applicable Certification Specification; or b. There is an unacceptable Risk of serious or fatal injury to persons other than occupants; or c. Design features intended to minimize the effects of survivable accidents are not performing their intended function.	Y
5825[04](01)012	[04]	Authorized	GM	5825(1).12 - GM - Fault Investigation	Fault investigation priorities will be determined by the TAA / Commodity CE.	Y
5825[04](01)013	[04]	Authorized	GM	5825(1).13 - GM - Fault Investigation	The TAA / Commodity CE will agree with the DO the format and distribution of investigation reports resulting from data analysis requests.	Y
5825[04](01)014	[04]	Authorized	GM	5825(1).14 - GM - Fault Investigation	Apart from a design change, the corrective actions, if found necessary, may consist of amendments of the manuals, inspections, training programmes, and / or information to the operators about particular design features. The TAA or Commodity CE may decide to make mandatory such corrective action if necessary8. 8 Refer to RA 5815 – Instructions for Sustaining Type Airworthiness	Y
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.	Y

5835[05](01)	[05]	Authorized	Regulation	5835(1) - Regulation - Production Organizations	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. 2 Where the Air System is ► not UK 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. 3 'Prime' refers to the highest level of Air System, Product, Part or Appliance procured by the DO or Delivery Team within an arrangement / contract.	Y
5835[05](01)001	[05]	Authorized	AMC	5835(1).1 - AMC - Common Acceptable Means of Compliance (AMC)	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 a European Military Airworthiness Requirements (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	Y
5835[05](01)002	[05]	Authorized	AMC	5835(1).2 - AMC - Common Acceptable Means of Compliance (AMC)	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 competency¹	Y
5835[05](01)003	[05]	Authorized	AMC	5835(1).3 - AMC - Common Acceptable Means of Compliance (AMC)	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.	Y

5835[05](01)004	[05]	Authorized	AMC	5835(1).4 - AMC - Common Acceptable Means of Compliance (AMC)	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.	Y
5835[05](01)005	[05]	Authorized	AMC	5835(1).5 - AMC - Common Acceptable Means of Compliance (AMC)	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 non conforming 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.	Y
5835[05](01)006	[05]	Authorized	AMC	5835(1).6 - AMC - Common Acceptable Means of Compliance (AMC)	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.	Y
5835[05](01)007	[05]	Authorized	AMC	5835(1).7 - AMC - Common Acceptable Means of Compliance (AMC)	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.	Y
5835[05](01)008	[05]	Authorized	AMC	5835(1).8 - AMC - Common Acceptable Means of Compliance (AMC)	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.	Y
5835[05](01)009	[05]	Authorized	AMC	5835(1).9 - AMC - Additional AMC – TAA only	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.	Y
5835[05](01)010	[05]	Authorized	AMC	5835(1).10 - AMC - Additional AMC – TAA only	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.	Y
5835[05](01)011	[05]	Authorized	AMC	5835(1).11 - AMC - Additional AMC – Commodity CE only	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.	Y

5835[05](01)012	[05]	Authorized	AMC	5835(1).12 - AMC - Additional AMC – Commodity CE only	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.	Y
5835[05](01)013	[05]	Authorized	GM	5835(1).13 - GM - Common Guidance Material (GM)	The POE may follow the format as defined in EASA Part 21 Subpart G detailing as a minimum: a. A statement confirming that the POE and any associated manuals which define production processes will be complied with. b. The organizational structure showing associated chains of responsibility. c. A list of certifying staff. d. A general description of the facilities located at each address. e. A description of the PO's scope of work. f. The procedure for the notification of organizational changes to the TAA or Commodity CE. g. The amendment procedure for the POE. h. A description of the Quality Management System and the procedures necessary to demonstrate that the Products, Parts and Appliances conform to the relevant design and are in a condition for the safe operation.	Y
5835[05](01)014	[05]	Authorized	GM	5835(1).14 - GM - Common Guidance Material (GM)	The documented arrangement between the PO and DO may follow the sample format defined in EASA Part 21 Subpart G.	Y
5835[05](01)015	[05]	Authorized	GM	5835(1).15 - GM - Common Guidance Material (GM)	The 'prime' PO is responsible for determining and applying acceptance standards for physical condition, configuration status and conformity of supplied Products, Parts and Appliances, whether to be used in production or delivered to customers as spare Parts.	Y
5835[05](01)016	[05]	Authorized	GM	5835(1).16 - GM - Common Guidance Material (GM)	The control of POs holding an EASA Part 21 Subpart G approval for the Parts or Appliances to be supplied can be reduced to a level at which a satisfactory interface between the two Quality Management Systems can be demonstrated. Thus, the 'prime' PO can rely upon documentation for Parts or Appliances released under a supplier's EASA 21.A.163 privileges.	Y
5835[05](01)017	[05]	Authorized	GM	5835(1).17 - GM - Common Guidance Material (GM)	A PO who does not hold an EASA Part 21 Subpart G, FAA Part 21 Subpart G or EMAR 21 Subpart G approval is considered as a sub-contractor under the direct control of the 'prime' PO's Management System.	Y
5835[05](01)018	[05]	Authorized	GM	5835(1).18 - GM - Common Guidance Material (GM)	If several TAAs are relying on the same division of an organization as a PO, they might decide to co-ordinate work to achieve compliance with RA 5835(1).	Y
5835[05](01)019	[05]	Authorized	GM	5835(1).19 - GM - Common Guidance Material (GM)	Quality Assurance of FMS procurement may follow the processes detailed in the Knowledge in Defence ⁸ . ⁸ https://www.gov.uk/guidance/knowledge-in-defence-kid .	Y
5835[05](01)020	[05]	Authorized	GM	5835(1).20 - GM - Common Guidance Material (GM)	A change in place or method of manufacture or a change of explosive material or source of explosive material will require Independent Ordnance, Munitions and Explosives Safety Advisor advice ⁹ . ⁹ Refer to Regulation DSA 02.OME(2) – Appointment of an independent OME safety advisor.	Y

5835[05](01)021	[05]	Authorized	GM	5835(1).21 - GM - Additional GM – TAA / TAM only	Where the TAM is delegated to deliver Type Airworthiness responsibility ¹⁰ , the tasking of Defence Quality Assurance Field Force (DQA-FF) will be through the TAA. 10 Refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems.	Y
5835[05](01)022	[05]	Authorized	GM	5835(1).22 - GM - Additional GM – Commodity CE only	Nil	Y
5850[08]	[08]	Authorized	RA Rationale	5850 - RA (Issue 8) - 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.	Y
5850[08](01)	[08]	Authorized	Regulation	5850(1) - Regulation - Responsibilities of a Design Organization	A DO or Co-ordinating DO (CDO) shall fulfil the defined design and development responsibilities under their Terms of Approval.	Y
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.	Y
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.	Y

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 defined². 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)³, 4, 5. f. Ensure TAA or Commodity CE ▶ is provided ◀ access to the Design data, including instructions associated with unsafe conditions such as Airworthiness Directives⁶ (AD), Service Bulletins⁶ (SB) for civil-derived Air Systems, or Special Instructions (Technical) (SI(T))⁷ 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).	Y
5850[08](01)004	[08]	Authorized	GM	5850(1).4 - GM - Responsibilities of a Design Organization	4. The role of the DO, CDO or Air System CDO to meet the Airworthiness responsibilities of RA 1014 ² will be established by the TAA.	Y
5850[08](02)	[08]	Authorized	Regulation	5850(2) - Regulation - Scheme Inclusion and Approval Award	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).	Y
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 Schemes⁸, through the MOD sponsor to the MAA. ⁸ Refer to https://www.gov.uk/government/publications/design-approved-organization-scheme-daos.	Y
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.	Y

5850[08](02)007	[08]	Authorized	GM	5850(2).7 - GM - Scheme Inclusion and Approval Award	7. Inclusion in DAOS is normally an essential pre-requisite for the award of design and development contracts for Air Systems (including their Products, Parts and Appliances), Airborne Equipment and ALWs. Although it is understood that an organization may wish to bid for a contract, it is the TAA or Commodity CE's responsibility to consider whether, in this case, the organization is capable of holding a DAOS approval. The DAOS approval is recognition that the MOD accepts that an organization has demonstrated an appropriate standard of compliance and that a specified performance attribute or objective has been achieved.	Y
5850[08](02)008	[08]	Authorized	GM	5850(2).8 - GM - Scheme Inclusion and Approval Award	8. When evidence presented by the organization demonstrates that it satisfies the requirements of RA 5850, a DAOS approval will be issued by the MAA.	Y
5850[08](02)009	[08]	Authorized	GM	5850(2).9 - GM - Scheme Inclusion and Approval Award	9. A list of organizations that have been granted approval is published by the MAA. 9 Refer to https://www.gov.uk/government/publications/list-of-maa-approved-organisations .	Y
5850[08](02)010	[08]	Authorized	GM	5850(2).10 - GM - Terms of Approval	10. The Terms of Approval will identify the types of design work, categories of Air Systems (including their Products, Parts and Appliances), Airborne Equipment and ALWs for which the designer can operate as a DO, and the functions and duties that the organization is approved to perform. Those terms will be issued as part of the DO approval.	Y
5850[08](02)011	[08]	Authorized	GM	5850(2).11 - GM - Terms of Approval	11. The Terms of Approval encompass the Certificate and Schedule issued by the MAA: a. The Certificate identifies the approved organization and its primary design location. b. The Schedule includes: (1) The scope of work (development, design changes and / or Repair and post design services unless otherwise stated), with any appropriate limitations against which the approval has been granted. (2) The categories of Products, Parts, Appliances, Airborne Equipment and ALWs. (3) Airworthiness and design signatories. (4) Military Permit to Fly (MPTF) signatories. (5) Approved TAM. (6) Privileges that can be invoked by the relevant TAA or Commodity CE by contract. (7) TAM responsibilities. (8) Reference to the DOE, provided in accordance with (iaw) RA 5850(4).	Y
5850[08](02)012	[08]	Authorized	GM	5850(2).12 - GM - Changes to the Terms of Approval	12. An application for a change to the Terms of Approval will be made on MAA DAOS Form 82, which can be found on the MAA website under Approval Schemes8.	Y
5850[08](02)013	[08]	Authorized	GM	5850(2).13 - GM - Changes to the Terms of Approval	13. Approval of a change in the Terms of Approval will be confirmed by an appropriate amendment of the Certificate and Schedule as appropriate.	Y
5850[08](03)	[08]	Authorized	Regulation	5850(3) - Regulation - Design Management System (MRP Part 21.A.239)	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.	Y

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.	Y
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.	Y
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. 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) CofD3. (4) Defence Air Safety Management ► 10 ◀. (5) Configuration Management of design11. c. To independently monitor the compliance with, and adequacy of, the documented procedures of the system. This monitoring should include a feed-back system to a person or a group of persons having the responsibility to ensure corrective actions are resolved. 10 ► Refer to RA 1200 – Air Safety Management. ◀ 11 Refer to RA 5301 – Air System Configuration Management.	Y
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.	Y
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.	Y
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)12 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. 12 Refer to RA 5815 – Instructions for Sustaining Type Airworthiness.	Y

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.	Y
5850[08](03)021	[08]	Authorized	GM	5850(3).21 - GM - Design Management System (MRP Part 21.A.239)	21. The system monitoring function may be undertaken by the existing Quality Assurance organization when the DO is part of a larger organization. For an explanation of the terms used within a DMS refer to Annex A.	Y
5850[08](03)022	[08]	Authorized	GM	5850(3).22 - GM - Design Management System (MRP Part 21.A.239)	22. The independent verification function is undertaken by Compliance Verification Engineers (CVE), as detailed within Annex A; this is a DO focussed role to ensure compliance with the applicable Certification requirements. This is not to be confused with the role of the Independent Technical Evaluator (ITE)►◄, who is appointed by the Delivery Team (DT), independent of the DO and will provide independent analysis of the DO evidence.	Y
5850[08](03)023	[08]	Authorized	GM	5850(3).23 - GM - Design Organization Exposition	23. However, when the approved DO is introducing a Minor Change ⁴ to the Air System under privilege ¹³ the role of the ITE may, in agreement with the TAA, be satisfied by the independent assessment conducted by the CVE. 13 Refer to RA 5850(11): Privileges (MRP Part 21.A.263).	Y
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.	Y
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.	Y
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.	Y
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.	Y

5850[08](04)027	[08]	Authorized	AMC	5850(4).27 - AMC - Design Organization Exposition	27. 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. ◀	Y
5850[08](04)028	[08]	Authorized	AMC	5850(4).28 - AMC - Design Organization Exposition	28. 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.	Y
5850[08](04)029	[08]	Authorized	AMC	5850(4).29 - AMC - Organization.	29. 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 co-ordinate 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.	Y

5850[08](04)030	[08]	Authorized	GM	5850(4).30 - GM - Design Organization Exposition	30. A template Design Organization Exposition and Type Airworthiness Management Supplement are provided on the MAA website.	Y
5850[08](05)	[08]	Authorized	Regulation	5850(5) - Regulation - Approval Requirements (MRP Part 21.A.245)	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.	Y
5850[08](05)	[08]	Authorized	Regulation	5850(5) - Regulation - Changes in Design Management System (MRP Part 21.A.247)	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.	Y
5850[08](05)031	[08]	Authorized	AMC	5850(5).31 - AMC - 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.	Y
5850[08](05)032	[08]	Authorized	AMC	5850(5).32 - AMC - 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 ¹⁴ defined under RA 5850(3). ¹⁴ 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.	Y
5850[08](05)033	[08]	Authorized	AMC	5850(5).33 - AMC - 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.	Y
5850[08](05)034	[08]	Authorized	AMC	5850(5).34 - AMC - Personnel	34. Evidence of their qualifications and experience should be documented for the persons who accept the duties defined by the following roles: 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.	Y
5850[08](05)035	[08]	Authorized	AMC	5850(5).35 - AMC - Personnel	35. The credentials of the, HDO, HoA, HISM and TAM should be provided to MAA using MAA DAOS Form 4.	Y
5850[08](05)036	[08]	Authorized	AMC	5850(5).36 - AMC - 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.	Y
5850[08](05)037	[08]	Authorized	AMC	5850(5).37 - AMC - 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.	Y

5850[08](05)038	[08]	Authorized	AMC	5850(5).38 - AMC - 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.	Y
5850[08](05)039	[08]	Authorized	AMC	5850(5).39 - AMC - Personnel	39. Where a TAM holds other roles in the DO, independence should be demonstrated.	Y
5850[08](05)040	[08]	Authorized	AMC	5850(5).40 - AMC - 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) ¹⁵ . As part of its investigations, the MAA should be given access to the data held in such a system. ¹⁵ Refer to RA 5880 – Military Permit to Fly (Development) (MRP Part 21 Subpart P).	Y
5850[08](05)041	[08]	Authorized	AMC	5850(5).41 - AMC - Technical	41. The Chief Executive should provide the necessary resources for the proper functioning of the DO.	Y
5850[08](05)042	[08]	Authorized	AMC	5850(5).42 - AMC - 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.	Y
5850[08](05)043	[08]	Authorized	GM	5850(5).43 - GM - Technical	43. The test Facilities may be subjected to additional technical conditions related to the nature of the tests performed.	Y
5850[08](05)044	[08]	Authorized	GM	5850(5).44 - GM - Technical	44. Staff will be suitably qualified and with commensurate levels of experience appropriate for the role they have been assigned.	Y
5850[08](05)045	[08]	Authorized	GM	5850(5).45 - GM - Technical	45. For smaller DOs, certain roles within the DO may be combined. Combinations of responsibilities are acceptable where: a. The role of the HDO may be fulfilled by the Chief Executive of the legal entity; b. The HDO and the HoA are the same person, provided that the person has the competence to fulfil both functions; c. The role of the HISM is an external person for all or part of the role; d. A part-time HoA, provided that the person is directly involved in the DO, and not by an agreement between two DOs, and provided that the availability of the person ensures that response times will be adequate.	Y
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.	Y

5850[08](06)047	[08]	Authorized	GM	5850(6).47 - GM - Significant changes in the DMS	47. In addition to a change in ownership, the following changes to the DMS will be considered as 'significant' to the showing of compliance or to the Airworthiness of the Products, Parts, Appliances, Airborne Equipment and ALWs: a. Organization (1) Change in the industrial organization (partnership, suppliers, design work-sharing) unless it can be shown that the independent checking function of the showing of compliance is not affected. (2) Change in the parts of the organization that contribute directly to the Airworthiness (independent checking function, Office of Airworthiness (or equivalent)). (3) Change to the independent monitoring principles. b. Responsibilities. Change of the management staff assessed for Airworthiness competence: (1) HDO; (2) HoA; (3) HISM; (4) Change of CofD or MPTF signatory; (5) Or, new distribution of responsibilities affecting Airworthiness. c. Procedures (1) Change to the principles of procedures related to: (a) The design Certification. (b) The classification of changes and Repairs as Major or Minor►4◄. (c) The management of Major Changes and major Repairs. (d) The approval of the design of Minor Changes and minor Repairs13. (e) The issue of information and instructions. (f) Documentary changes to the Aircraft Flight Manual. (g) Type Airworthiness. (h) The configuration control, when Airworthiness is affected. (i) The acceptance of design tasks undertaken by partners or subcontractors iaw RA 5850(4).	Y
5850[08](07)	[08]	Authorized	Regulation	5850(7) - Regulation - Investigations and Inspections (MRP Part 21.A.257)	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.	Y
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 co-operating with the MAA in performing inspections and audits conducted during initial assessment and subsequent Assurance.	Y
5850[08](07)049	[08]	Authorized	GM	5850(7).49 - GM - Investigations and Inspections (MRP Part 21.A.257)	49. Assistance to the MAA includes all appropriate means associated with the facilities of the DO to allow the MAA to perform these inspections and Audits, such as a meeting room and office support.	Y
5850[08](08)	[08]	Authorized	Regulation	5850(8) - Regulation - Failures, Malfunctions and Defects	The DO shall ensure that a robust process is in place for collecting, investigating and analyzing reports of and information related to failures, malfunctions and defects, as identified by themselves, their partners or subcontractors.	Y
5850[08](08)050	[08]	Authorized	AMC	5850(8).50 - AMC - 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.	Y

5850[08](08)051	[08]	Authorized	AMC	5850(8).51 - AMC - 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.	Y
5850[08](08)052	[08]	Authorized	AMC	5850(8).52 - AMC - 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.	Y
5850[08](08)053	[08]	Authorized	AMC	5850(8).53 - AMC - 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.	Y
5850[08](08)054	[08]	Authorized	AMC	5850(8).54 - AMC - 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.	Y
5850[08](08)055	[08]	Authorized	AMC	5850(8).55 - AMC - 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.	Y
5850[08](08)056	[08]	Authorized	AMC	5850(8).56 - AMC - 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.	Y
5850[08](08)057	[08]	Authorized	AMC	5850(8).57 - AMC - 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.	Y
5850[08](08)058	[08]	Authorized	AMC	5850(8).58 - AMC - 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.	Y
5850[08](08)059	[08]	Authorized	AMC	5850(8).59 - AMC - 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.	Y
5850[08](08)060	[08]	Authorized	GM	5850(8).60 - GM - Failures, Malfunctions and Defects	60. A Narrative Fault Report may be made on a MOD Form 760 Narrative Fault Report or equivalent.	Y
5850[08](08)061	[08]	Authorized	GM	5850(8).61 - GM - Failures, Malfunctions and Defects	61. Failure, malfunction and defect investigation priorities may be determined by the TAA or Commodity CE.	Y
5850[08](08)062	[08]	Authorized	GM	5850(8).62 - GM - Failures, Malfunctions and Defects	62. The DO will agree with the MOD individual authorizing the request the format and distribution of investigation reports resulting from data analysis requests.	Y
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.	Y

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 ¹⁶ . 16 Refer to MAA03: MAA Regulatory Processes, Annex H – MAA Assurance.	Y
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 ¹⁷ , the DO should provide confirmation of receipt of this notice in a timely manner. 17 Refer to MAA01: MAA Regulatory Principles.	Y
5850[08](09)065	[08]	Authorized	GM	5850(9).65 - GM - Findings (MRP Part 21.A.258)	65. In case of a significant finding, the DO may be subject to a partial or full suspension or revocation of its approval.	Y
5850[08](09)066	[08]	Authorized	GM	5850(9).66 - GM - Findings (MRP Part 21.A.258)	66. Details of Findings levels and Observations can be found in MAA03 ¹⁶ .	Y
5850[08](09)067	[08]	Authorized	GM	5850(9).67 - GM - Findings (MRP Part 21.A.258)	67. The MAA will inform the relevant TAA(s) or Commodity CE and sponsor of any findings and Corrective Action Requirements (CAR).	Y
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.	Y
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.	Y
5850[08](10)069	[08]	Authorized	GM	5850(10).69 - GM - Validity of Approval (MRP Part 21.A.259)	69. Nil.	Y
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.	Y
5850[08](11)070	[08]	Authorized	AMC	5850(11).70 - AMC - 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.	Y

5850[08](11)071	[08]	Authorized	AMC	5850(11).71 - AMC - 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 design¹⁸ and Repairs¹⁹ as Minor or Major. b. Approve Minor Changes²⁰ and minor Repairs²¹. 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 condition²², including ADs⁶ and SI(T)s⁷. d. To approve the flight conditions under which a MPTF (Development) can be issued¹⁵, 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 Service²³ (RTS). e. Issue a MPTF (Development)¹⁵ 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 Privileged DO cannot issue the initial MPTF (Development). 18 Refer to RA 5820(1): Classification of Changes in Type Design (MRP Part 21.A.91). 19 Refer to RA 5865(3): Classification of Repairs (MRP Part 21.A.435) . 20 Refer to RA 5820(3): Approval of Minor Changes (MRP Part 21.A.95). 21 Refer to RA 5865(5): Issue of a Repair Design Approval (MRP Part 21.A.435). 22 Refer to RA 5825 – Fault Reporting and Investigation. 23 Refer to RA 1300 – Release To Service.	Y
5850[08](11)072	[08]	Authorized	AMC	5850(11).72 - AMC - 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.	Y
5850[08](11)073	[08]	Authorized	AMC	5850(11).73 - AMC - 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.	Y
5850[08](11)074	[08]	Authorized	AMC	5850(11).74 - AMC - 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.	Y
5850[08](11)075	[08]	Authorized	AMC	5850(11).75 - AMC - 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.	Y
5850[08](11)076	[08]	Authorized	AMC	5850(11).76 - AMC - Invoking specific privileges	76. The TAA or Commodity CE or their authorized representative should acknowledge receipt of declaration of approval.	Y
5850[08](11)077	[08]	Authorized	AMC	5850(11).77 - AMC - 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.	Y

5850[08](11)078	[08]	Authorized	AMC	5850(11).78 - AMC - 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.	Y
5850[08](11)079	[08]	Authorized	GM	5850(11).79 - GM - Invoking specific privileges	79. Whilst the TAA or Commodity CE has the ability to revoke privileges, the MAA holds the ultimate sanction of limiting the scope of an organization's approval if it is deemed the DT or organization is not fully compliant with the MRP.	Y
5850[08](11)080	[08]	Authorized	GM	5850(11).80 - GM - Invoking specific privileges	80. The information and instructions, including the necessary data, are issued by the DO to the TAA or Commodity CE to implement a change, a Repair, or an inspection. Some are also issued to provide Maintenance organizations with all necessary Maintenance data for the performance of Maintenance, including implementation of a change, a Repair, or an inspection.	Y
5850[08](11)081	[08]	Authorized	GM	5850(11).81 - GM - Invoking specific privileges	81. The preparation of this data involves design, production and inspection. As the overall responsibility, through the privilege, is allocated to the DO, these aspects will be properly handled by the DO to obtain the privilege "to issue information and instructions containing a statement that the technical content is approved", and a procedure will exist.	Y
5850[08](11)082	[08]	Authorized	GM	5850(11).82 - GM - Invoking specific privileges	82. In derogation to para 71 sub-paras a to d, for a military ► Air System ◀ derived from a civil type certified ► Air System ◀, the holder of a ► MAA DAOS ◀ approval may be entitled to declare to the TAA the applicability, through validation of no impact to the military certification basis and the intended use, of the following when it is has already been approved by an MAA agreed civil aviation authority or a DO ► 24 ◀ utilizing its civil-approval privilege: a. A ► Minor ◀ design change; or b. An ISTA; or c. Revisions to the flight manual. 24 ► Where an Alternative Acceptable Means of Compliance has been approved by the MAA for use of the civil approval under RA 1005 – Contracting with Competent Organizations or RA 1014 – Design Organizations and Co-ordinating Design Organizations - Airworthiness Responsibilities. ◀	Y
5850[08](12)	[08]	Authorized	Regulation	5850(12) - Regulation - Designs using Government Furnished Equipment	The DO shall obtain the authority of the MOD before altering the design of any Government Furnished Equipment (GFE).	Y
5850[08](12)083	[08]	Authorized	AMC	5850(12).83 - AMC - Designs using Government Furnished Equipment	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.	Y
5850[08](12)084	[08]	Authorized	GM	5850(12).84 - GM - Designs using Government Furnished Equipment	84. The installation, functional and environmental interface definitions documentation may be formally referred to as the Interface Control Documentation (ICD).	Y

5850[08](12)085	[08]	Authorized	GM	5850(12).85 - GM - Designs using Government Furnished Equipment	85. Where GFE is provided without the appropriate supporting Design Records (eg CofD, ICD), the DO will communicate the omission to the relevant TAA or Commodity CE for their decision to proceed with the design change.	Y
5850[08](13)	[08]	Authorized	Regulation	5850(13) - Regulation - Record Keeping	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.	Y
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 ²⁵ . 25 Refer to RA 1225 – Air Safety Documentation Audit Trail.	Y
5850[08](13)087	[08]	Authorized	GM	5850(13).87 - GM - Record Keeping	87. International or collaborative programmes will be required to co-ordinate custodianship of appropriate documentation.	Y
5855[06]	[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	Y
5855[06](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.	Y

5855[06](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.	Y
5855[06](01)002	[06]	Authorized	GM	5855(1).2 - GM - Compliance with Applicable Requirements (MRP Part 21.A.303)	In this context “officially recognized standards” means: a. Those standards established or published by an official body, which are widely recognized as constituting good practice. b. The standard used by the Design Approval holder of the certified equipment.	Y
5855[06](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.	Y
5855[06](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).	Y
5855[06](02)004	[06]	Authorized	GM	5855(2).4 - GM - Release of Newly Produced Parts and Appliances for Installation (MRP Part 21.A.307)	Nil.	Y

5865[04]	[04]	Authorized	RA Rationale	5865 - RA (3) - 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.	Y
5865[04](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.	Y
5865[04](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.	Y
5865[04](01)002	[04]	Authorized	GM	5865(1).2 - GM - Scope (MRP Part 21.A.431A)	Nil.	Y
5865[04](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).	Y
5865[04](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.	Y
5865[04](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.	Y

5865[04](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.	Y
5865[04](02)006	[04]	Authorized	GM	5865(2).6 - GM - Demonstration of Capability (MRP Part 21.A.432B)	Nil.	Y
5865[04](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).	Y
5865[04](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.	Y
5865[04](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, jiggig diagrams, etc).	Y
5865[04](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.	Y
5865[04](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.	Y
5865[04](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.	Y
5865[04](03)012	[04]	Authorized	GM	5865(3).12 - GM - Clarification of the term's major / minor	It is understood that not all the Certification substantiation data will be available to those persons / organizations classifying repairs. A qualitative judgement of the effects of the repair will therefore be acceptable for the initial classification. The subsequent review of the design of the repair may lead to it being re-classified, owing to early judgements being no longer valid.	Y

5865[04](03)013	[04]	Authorized	GM	5865(3).13 - GM - Airworthiness concerns for major / minor classification	The following are to be considered for the significance of their effect when classifying repairs. If the effect is considered to be significant then the repair is to be classified major. The repair may be classified as minor where the effect is known to be without appreciable consequence. Considerations for classifying repairs major / minor are not limited to those listed below: a. Structural performance. Structural performance of the product includes static strength, fatigue, damage tolerance, flutter and stiffness characteristics. Repairs to any element of the structure are to be assessed for their effect upon the structural performance. b. Weight and Moment. The weight of the repair may have a greater effect upon smaller Air Systems as opposed to larger Air System's. The effects to be considered are related to overall Centre of Gravity (CofG) and load distribution. Control surfaces are particularly sensitive to the changes due to the effect upon the stiffness, mass distribution and surface profile which may have an effect upon flutter characteristics and controllability. c. Systems. Repairs to any elements of a System are to be assessed for the effect intended on the operation of the complete System and for the effect on System redundancy. The consequence of a structural repair on an adjacent or remote System are also to be considered as above, (for example: airframe repair in the area of a static port). d. Operational characteristics Changes may include: (1) Stall characteristics. (2) Handling. (3) Performance and drag. (4) Vibration.	Y
5865[04](03)014	[04]	Authorized	GM	5865(3).14 - GM - Airworthiness concerns for major / minor classification	Examples of major repairs: a. A repair that requires a permanent additional inspection to the approved Maintenance schedule, necessary to ensure the TAw of the product. b. A repair to life limited or critical parts. c. A repair that introduces a change to the Aircraft Flight Manual [6]. Note: Temporary repairs for which specific inspections are required prior to installation of a permanent repair do not necessarily need to be classified as major. Also, inspections and changes to inspection frequencies not required as part of the approval to ensure TAw do not cause classification as major of the associated repair. [6] The Aircraft Flight Manual contains the limitations within which the Air System is to be considered airworthy, and instructions and information necessary to the flight crew for the safe operation of the Air System ie the Aircrew Manual in military terms.	Y

5865[04](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.	Y
5865[04](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.	Y
5865[04](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.	Y
5865[04](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).	Y
5865[04](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.	Y
5865[04](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.	Y

5865[04](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.	Y
5865[04](04)021	[04]	Authorized	AMC	5865(4).21 - AMC - Repair schemes	Repair schemes should individually identify the designing DO.	Y
5865[04](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	Y
5865[04](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.	Y
5865[04](04)024	[04]	Authorized	GM	5865(4).24 - GM - Repair Design (MRP Part 21.A.433)	The term 'repair scheme' will be taken to include 'repair instructions'.	Y

5865[04](04)025	[04]	Authorized	GM	5865(4).25 - GM - Repair Design (MRP Part 21.A.433)	When manuals and other instructions for TAw are as approved, they may be used by operators without further approval to cope with anticipated In-Service problems arising from normal usage provided that they are used strictly for the purpose for which they have been developed.	Y
5865[04](04)026	[04]	Authorized	GM	5865(4).26 - GM - Repair schemes	Repair schemes which restore the original structural designer's intent inherently meet the full load spectrum of the Air System design. A repair scheme is not a modification and therefore a full Safety Assessment (SA), iaw Def Stan 00-056 [9], is not required in order to substantiate the repair's Structural Integrity (SI) and Airworthiness. [9] Refer to Def Stan 00 – 056 – Safety Management Requirements for Defence Systems.	Y
5865[04](04)027	[04]	Authorized	GM	5865(4).27 - GM - Repair schemes	A list of DO approved repair schemes which have not been included in the ISTA will be retained in a master list forming part of the Design Records.	Y
5865[04](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.	Y
5865[04](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.	Y
5865[04](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.	Y
5865[04](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.	Y
5865[04](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.	Y

5865[04](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.	Y
5865[04](05)033	[04]	Authorized	GM	5865(5).33 - GM - Issue of a Repair Design Approval (MRP Part 21.A.435)	Approval by DO. Approval of repairs through the use of privileges invoked by the TAA [1], means an approval issued by the DO without requiring TAA involvement. The MAA will monitor application of this procedure within the surveillance plan for the relevant organization. When the organization exercises this privilege, the repair release documentation is to clearly state that the privilege has been identified under their DAOS approval. [1] Refer to RA 5815 – Instructions for Sustaining Type Airworthiness.	Y
5865[04](05)034	[04]	Authorized	GM	5865(5).34 - GM - Issue of a Repair Design Approval (MRP Part 21.A.435)	Previously approved data for other applications. When it is intended to use previously approved data for other applications, it is expected that applicability and effectiveness would be checked with an appropriately approved DO. After damage identification, if a repair solution exists in the available approved data, and if the application of this solution to the identified damage remains justified by the previous approved repair design, (structural justifications still valid, possible Airworthiness limitations unchanged), the solution can be considered approved and can be used again.	Y
5865[04](05)035	[04]	Authorized	GM	5865(5).35 - GM - Issue of a Repair Design Approval (MRP Part 21.A.435)	Temporary repairs. These are repairs that are life limited, to be removed and replaced by a permanent repair after a limited service period. These repairs are to be classified under RA 5865(3) and the service period defined at the approval of the repair, and recorded in the Technical Log.	Y
5865[04](05)036	[04]	Authorized	GM	5865(5).36 - GM - Issue of a Repair Design Approval (MRP Part 21.A.435)	Fatigue and damage tolerance. When the repaired Product is released into service before the fatigue and damage tolerance evaluation has been completed, the release is to be for a limited period, defined at the issue of the repair.	Y
5865[04](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).	Y

5865[04](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).	Y
5865[04](06)038	[04]	Authorized	GM	5865(6).38 - GM - Production of Repair Parts (MRP Part 21.A.439)	Nil.	Y
5865[04](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.	Y
5865[04](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.	Y
5865[04](07)040	[04]	Authorized	GM	5865(7).40 - GM - Repair Embodiment (MRP Part 21.A.441)	Nil.	Y
5865[04](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.	Y
5865[04](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.	Y
5865[04](08)042	[04]	Authorized	GM	5865(8).42 - GM - Limitations (MRP Part 21.A.443)	Nil.	Y
5865[04](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.	Y
5865[04](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.	Y
5865[04](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.	Y
5865[04](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.	Y
5865[04](09)046	[04]	Authorized	GM	5865(9).46 - GM - Unrepaired Damage (MRP Part 21.A.445)	This is not intended to supersede the normal Maintenance practices defined by the DO, (eg blending out corrosion and re-protection, stop drilling cracks, etc), but addresses specific cases not covered in the ISTA.	Y
5865[04](09)047	[04]	Authorized	GM	5865(9).47 - GM - Unrepaired Damage (MRP Part 21.A.445)	A damaged Product, Part or Appliance that is left unrepaired can be approved for its continued use by an TAA.	Y

5865[04](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. b. Be retained by the repair design approval holder in order to provide the information necessary to ensure the TAw of the repaired Products, Parts or Appliances.	Y
5865[04](10)048	[04]	Authorized	AMC	5865(10).48 - AMC - Record Keeping (MRP Part 21.A.447)	Nil.	Y
5865[04](10)049	[04]	Authorized	GM	5865(10).49 - GM - Record Keeping (MRP Part 21.A.447)	Nil.	Y
5875[05]	[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.	Y
5875[05](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.	Y

5875[05](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).	Y
5875[05](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).	Y
5875[05](01)003	[05]	Authorized	GM	5875(1).3 - GM - (European) Technical Standard Order	An (E)TSO is an approved specification detailing the minimum performance standard for an article. As such an article issued as conforming to an (E)TSO can be presumed to meet the minimum performance standard and (E)TSO design specification without additional compliance demonstration. However, an article's compliance with an (E)TSO does not infer any approval to fit to an Air System and will not necessarily ensure the article's suitability for integration or use on the Air System. In ensuring the (E)TSO design specification is suitable for the Air System the TAA may wish to consult the Design Organization.	Y
5875[05](01)004	[05]	Authorized	GM	5875(1).4 - GM - (European) Technical Standard Order	The design or performance limitations which limit an article's use will be explicitly recorded in the DDP.	Y
5875[05](01)005	[05]	Authorized	GM	5875(1).5 - GM - (European) Technical Standard Order	When an article has been approved to an (E)TSO the article is permanently marked with the appropriate (E)TSO number. All documentation associated with Certification and Release for installation on an Air System will record this (E)TSO number.	Y

5880[09]	[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. 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 Categories¹. 2. Operator. The term Operator can be read as Aviation Duty Holder (ADH) or Accountable Manager (Military Flying) (AM(MF)). 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). 3 Refer to RA 2370 – Test and Evaluation. 4 Refer to RA 1205 – Air System Safety Cases.	N
5880[09](01)	[09]	Authorized	Regulation	5880(1) - Regulation - Military Permit to Fly (Development)	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 (In-Service) 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).	N

5880[09](01)003	[09]	Authorized	AMC	5880(1).3 - AMC - Military Permit to Fly (Development)	3. For Civilian-Owned and Civilian Operated Air Systems the Air System Sponsor⁵ 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 TAM⁷ 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.	N
5880[09](01)004	[09]	Authorized	GM	5880(1).4 - GM - Military Permit to Fly (Development)	4. In some circumstances it may be preferable to conduct Development activity within the flight limitations detailed in the RTS, MPTF (In-Service) or MPTF (Special Case Flying), rather than use an MPTF (Development). This may necessitate an amendment to the RTS, MPTF (In-Service) or MPTF (Special Case Flying), or the creation of a Special Clearance⁸ in the RTS or MPTF (In Service), to allow alternative flight conditions.	N
5880[09](02)	[09]	Authorized	Regulation	5880(2) - Regulation - Military Permit to Fly (Development) Procedure (MRP Part 21.A.707)	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).	N
5880[09](02)005	[09]	Authorized	AMC	5880(2).5 - AMC - Procedure	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.	N
5880[09](02)006	[09]	Authorized	AMC	5880(2).6 - AMC - Procedure	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 Form⁹. 8 Refer to RA 1330 – Release To Service Special Clearances. 9 The Military Permit to Fly – Declaration of Compliance Form is available on the MAA website.	N
5880[09](02)007	[09]	Authorized	AMC	5880(2).7 - AMC - Procedure	7. For a new Air System or Major Change in Type Design¹⁰, the DofC should be supported by a valid Certificate of Design (CofD)¹¹. 10 Refer to RA 5820 – Changes in Type Design (MRP Part 21 Subpart D). 11 Refer to RA 5103 – Certificate of Design.	N

5880[09](02)008	[09]	Authorized	AMC	5880(2).8 - AMC - Procedure	8. The Product, Part, Appliance, Airborne Equipment or Air Launched Weapon (ALW) on trial should have a valid CofD ¹¹ .	N
5880[09](02)009	[09]	Authorized	AMC	5880(2).9 - AMC - Procedure	9. Where the applicant and the authorizer are the same entity then there should be an independent check ► ◀ to verify the supplied evidence. Evidence of the independent check should be recorded and available for review at request by the MAA.	N
5880[09](02)010	[09]	Authorized	AMC	5880(2).10 - AMC - Procedure	10. The TAA or the privileged DO should ensure that the nominated Operator is endorsed to conduct the proposed T&E flying ³ .	N
5880[09](02)011	[09]	Authorized	AMC	5880(2).11 - AMC - 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.	N
5880[09](02)012	[09]	Authorized	AMC	5880(2).12 - AMC - 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.	N
5880[09](02)013	[09]	Authorized	AMC	5880(2).13 - AMC - 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 System DO; in this context, Propulsion System DO acts as a supplier of the Air System DO.	N
5880[09](02)014	[09]	Authorized	AMC	5880(2).14 - AMC - 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).	N
5880[09](02)015	[09]	Authorized	AMC	5880(2).15 - AMC - 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 countersignature 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. The Flight Clearance Note is available on the MAA website.	N

5880[09](02)016	[09]	Authorized	AMC	5880(2).16 - AMC - 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. 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.	N
5880[09](02)017	[09]	Authorized	AMC	5880(2).17 - AMC - 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.	N
5880[09](02)018	[09]	Authorized	AMC	5880(2).18 - AMC - MPTF (Development) Signatures	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.	N
5880[09](02)019	[09]	Authorized	AMC	5880(2).19 - AMC - 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.	N
5880[09](02)020	[09]	Authorized	AMC	5880(2).20 - AMC - 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).	N
5880[09](02)021	[09]	Authorized	AMC	5880(2).21 - AMC - MPTF (Development) Signatures	21. The MPTF (Development) should be signed in accordance with (iaw) this procedure before the first flight of the proposed flying programme can commence, including taxiing, or ground running trials.	N
5880[09](02)022	[09]	Authorized	GM	5880(2).22 - GM - Military Permit to Fly (Development) Procedure (MRP Part 21.A.707)	22. The applicant is the organization requiring the trial to be conducted.	N
5880[09](02)023	[09]	Authorized	GM	5880(2).23 - GM - Military Permit to Fly (Development) Procedure (MRP Part 21.A.707)	23. An MPTF (Development) may be specific to an individual Air System or multiple Air Systems of the same design configuration, identified upon the permit by the Military Registration Number(s).	N
5880[09](02)024	[09]	Authorized	GM	5880(2).24 - GM - Military Permit to Fly (Development) Procedure (MRP Part 21.A.707)	24. When there is no change to the Type Design for the flight trial, the original DofC may be used in support of the MPTF (Development).	N
5880[09](02)025	[09]	Authorized	GM	5880(2).25 - GM - Military Permit to Fly (Development) Procedure (MRP Part 21.A.707)	25. On receipt of the request the TAA or privileged DO will review the evidence supplied and once satisfied the MPTF (Development) will be signed by the TAA or the privileged DO.	N
5880[09](02)026	[09]	Authorized	GM	5880(2).26 - GM - Military Permit to Fly (Development) Procedure (MRP Part 21.A.707)	26. The MPTF (Development) approves the Air System to be released to a competent Operator to fly. The final decision to fly rests with the ADH or AM(MF) once they have satisfied themselves that the Risk to Life (RtL) is As Low As Reasonably Practicable (ALARP) and Tolerable.	N
5880[09](02)027	[09]	Authorized	GM	5880(2).27 - GM - Military Permit to Fly (Development) Procedure (MRP Part 21.A.707)	27. Following an Occurrence, the applicant, TAA or privileged DO may revoke the MPTF (Development). The person responsible for the revocation will advise all other involved parties including the Air System Operator and the Government Quality Assurance Representative.	N

5880[09](03)	[09]	Authorized	Regulation	5880(3) - Regulation - Flight Conditions (MRP Part 21.A.708)	The conditions for safe flight shall be determined by the TAA or the privileged DO.	N
5880[09](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.	N
5880[09](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.	N
5880[09](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.	N
5880[09](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.	N
5880[09](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.	N
5880[09](03)033	[09]	Authorized	GM	5880(3).33 - GM - Safe flight	33. Safe flight normally means continued safe flight and landing but in some limited cases (eg higher Risk flight testing) it can mean that the Air System is able to fly in a manner that will primarily ensure the Safety of over-flown third parties, the Aircrew and, if applicable other occupants.	N
5880[09](03)034	[09]	Authorized	GM	5880(3).34 - GM - Safe flight	34. This definition of “safe flight” is not to be interpreted as allowing a test pilot, equipped with a parachute and operating over a sparsely populated area, to set out on a test flight in the full knowledge that there is a high probability of losing the Air System.	N
5880[09](03)035	[09]	Authorized	GM	5880(3).35 - GM - Safe flight	35. The applicant will take reasonable care to minimize Safety Risks and to be satisfied that there is a reasonable probability that the Air System will complete the flight without damage or injury to the Air System and its occupants or to other property or persons whether in the air or on the ground.	N
5880[09](03)036	[09]	Authorized	GM	5880(3).36 - GM - Substantiation	36. The substantiation that the Air System is capable of safe flight under the specified conditions or limitations will detail the analysis, calculations, tests or other means used to determine the conditions or limitations.	N
5880[09](03)037	[09]	Authorized	GM	5880(3).37 - GM - Control of Air System configuration	37. The applicant will establish a method for the control of any change or Repair made to the Air System, but which do not invalidate the conditions established for the MPTF (Development).	N
5880[09](03)038	[09]	Authorized	GM	5880(3).38 - GM - Control of Air System configuration	38. All other changes must be approved iaw RA 5880(6).	N
5880[09](04)	[09]	Authorized	Regulation	5880(4) - Regulation - Approval of Flight Conditions (MRP Part 21.A.710)	The flight conditions shall be approved by the TAA or where applicable, the privileged DO.	N

5880[09](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.	N
5880[09](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.	N
5880[09](05)	[09]	Authorized	Regulation	5880(5) - Regulation - Approval of Flight Conditions (MRP Part 21.A.710)	41. The TAA or the privileged DO may require the applicant to make any necessary inspections or tests for the purpose of satisfying themselves that the Air System is capable of safe flight under the specified conditions and limitations.	N
5880[09](05)041	[09]	Authorized	AMC	5880(5).41 - AMC - Issue of a Military Permit to Fly (Development) (MRP Part 21.A.711)	The MPTF (Development) shall be issued to the applicant by the TAA6 or where applicable, the privileged DO. The initial issue of an MPTF (Development) shall only be approved by a TAA.	N
5880[09](05)042	[09]	Authorized	AMC	5880(5).42 - AMC - Issue of a Military Permit to Fly (Development) (MRP Part 21.A.711)	42. The MPTF (Development) should specify the purpose(s) and any conditions and limitations approved under RA 5880(4).	N
5880[09](05)043	[09]	Authorized	AMC	5880(5).43 - AMC - Issue of a Military Permit to Fly (Development) (MRP Part 21.A.711)	43. All evidence supporting the application should be reviewed prior to issue of the MPTF (Development).	N
5880[09](05)044	[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 RA 5850(11): Privileges (MRP Part 21.A.263).	N
5880[09](05)045	[09]	Authorized	AMC	5880(5).45 - AMC - Issue of a Military Permit to Fly (Development) (MRP Part 21.A.711)	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.	N
5880[09](05)046	[09]	Authorized	GM	5880(5).46 - GM - Issue of a Military Permit to Fly (Development) (MRP Part 21.A.711)	46. When the MPTF (Development) has been issued, the applicant becomes the holder of the MPTF (Development).	N
5880[09](06)	[09]	Authorized	Regulation	5880(6) - Regulation - Changes (MRP Part 21.A.713)	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.	N
5880[09](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.	N
5880[09](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 DO19. 19 MPTF Amendment Statement is available on the MAA websites.	N

5880[09](06)049	[09]	Authorized	GM	5880(6).49 - GM - Changes (MRP Part 21.A.713)	49. Changes to the conditions or associated substantiations that are approved but do not affect the text on the MPTF (Development) do not require a new MPTF (Development) to be issued.	N
5880[09](06)050	[09]	Authorized	GM	5880(6).50 - GM - Changes (MRP Part 21.A.713)	50. In case a new application is necessary, the substantiation for approval of the flight conditions only needs to address the change.	N
5880[09](07)	[09]	Authorized	Regulation	5880(7) - Regulation - Transferability (MRP Part 21.A.719)	An MPTF (Development) shall not be transferable.	N
5880[09](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).	N
5880[09](07)052	[09]	Authorized	GM	5880(7).52 - GM - Transferability (MRP Part 21.A.719)	52. Nil.	N
5880[09](08)	[09]	Authorized	Regulation	5880(8) - Regulation - Inspections (MRP Part 21.A.721)	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.	N
5880[09](08)053	[09]	Authorized	AMC	5880(8).53 - AMC - Inspections (MRP Part 21.A.721)	53. Nil	N
5880[09](08)054	[09]	Authorized	GM	5880(8).54 - GM - Inspections (MRP Part 21.A.721)	54. Nil	N
5880[09](09)	[09]	Authorized	Regulation	5880(9) - Regulation - Validity of Approval (MRP Part 21.A.723)	An MPTF (Development) shall remain valid for a stated period.	N
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.	N
5880[09](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.	N
5880[09](09)057	[09]	Authorized	GM	5880(9).57 - GM - Validity of Approval (MRP Part 21.A.723)	57. Nil.	N
5880[09](10)	[09]	Authorized	Regulation	5880(10) - Regulation - Renewal of Military Permit to Fly (Development) (MRP Part 21.A.725)	A renewal of the MPTF (Development) shall be approved by the TAA or the privileged DO.	N
5880[09](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).	N
5880[09](10)059	[09]	Authorized	GM	5880(10).59 - GM - Renewal of Military Permit to Fly (Development) (MRP Part 21.A.725)	59. Nil.	N
5880[09](11)	[09]	Authorized	Regulation	5880(11) - Regulation - Obligations of the Holder of a Military Permit to Fly (Development) (MRP Part 21.A.727)	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.	N

5880[09](11)060	[09]	Authorized	AMC	5880(11).60 - AMC - Obligations of the Holder of a Military Permit to Fly (Development) (MRP Part 21.A.727)	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).	N
5880[09](11)061	[09]	Authorized	AMC	5880(11).61 - AMC - Obligations of the Holder of a Military Permit to Fly (Development) (MRP Part 21.A.727)	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.	N
5880[09](11)062	[09]	Authorized	GM	5880(11).62 - GM - Obligations of the Holder of a Military Permit to Fly (Development) (MRP Part 21.A.727)	62. Nil.	N
5880[09](12)	[09]	Authorized	Regulation	5880(12) - Regulation - 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.	N
5880[09](12)063	[09]	Authorized	GM	5880(12).63 - GM - Record Keeping (MRP Part 21.A.729)	64. Nil.	N
5885[04]	[04]	Authorized	RA Rationale	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.	Y
5885[04](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] 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.	Y

5885[04](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.	Y
5885[04](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.	Y
5885[04](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.	Y
5885[04](01)004	[04]	Authorized	GM	5885(1).4 - GM - Identification of Products (MRP Part 21.A.801)	In addition to the requirement to mark Products, MOD policy also requires allocation of a unique North Atlantic Treaty Organization (NATO) Stock Number, there are detailed requirements for the marking of packaging. Further details are provided in Knowledge in Defence[2]. [2] MOD's Knowledge in Defence via the 'Gov' site https://www.gov.uk/guidance/knowledge-in-defence-kid .	Y
5885[04](02)	[04]	Authorized	Regulation	5885(2) - Regulation - Handling of Identification Data (MRP Part 21.A.803)	Withdrawn – Not applicable to TAw Management.	Y
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.	Y
5885[04](02)006	[04]	Authorized	GM	5885(2).6 - GM - Handling of Identification Data (MRP Part 21.A.803)	Withdrawn – Not applicable to TAw Management.	Y
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.	Y
5885[04](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.	Y
5885[04](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.	Y
5885[04](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.	Y

5885[04](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.	Y
5885[04](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.	Y
5885[04](03)012	[04]	Authorized	GM	5885(3).12 - GM - Identification of Parts and Appliances (MRP Part 21.A.804)	Where a design change does not affect interchangeability and so does not require a change in the Part or Appliance's part number, the change is to be identified on the modification plate. If the design change is just software related and can be embodied locally, the procedure for identifying the change on the item and / or its technical record is to be defined in the Instructions for Sustaining Type Airworthiness (ISTA)[4]. [4] Refer to RA 5815 – Instructions for Sustaining Type Airworthiness. A leaflet in the Topic 2(N/A/R)1 would be an appropriate solution. Details on software change control are provided in the MOD's Knowledge in Defence (KiD).	Y
5885[04](03)013	[04]	Authorized	GM	5885(3).13 - GM - Identification of Parts and Appliances (MRP Part 21.A.804)	The design drawings are to specify the requirements for fitting the modification plate. For Technical Standard Order (TSO) or European TSO ((E)TSO)[5], [6] articles which do not require such a marking to comply with the relevant design specification, there is no requirement to fit a modification plate. [5] The (E)TSO abbreviation will be taken to mean a TSO from the UK, USA or a European TSO. [6] Refer to RA 5875 – (European) Technical Standard Order (MRP Part 21 Subpart O).	Y
5885[04](03)014	[04]	Authorized	GM	5885(3).14 - GM - Identification of Parts and Appliances (MRP Part 21.A.804)	Where the TAA or Commodity CE agree that the fitting of a modification plate is impractical, an alternate method of marking is to be agreed via the Local Technical Committee[7]. [7] Refer to RA 5301 – Air System Configuration Management.	Y
5885[04](03)015	[04]	Authorized	GM	5885(3).15 - GM - Identification of Parts and Appliances (MRP Part 21.A.804)		Y
5885[04](03)016	[04]	Authorized	GM	5885(3).16 - GM - Identification of Parts and Appliances (MRP Part 21.A.804)	In addition to the requirement to mark Parts and Appliances, MOD policy also requires allocation of a unique NATO Stock Number, and there are detailed requirements for the marking of packaging. Further details are provided in Knowledge in Defence[2]. [2] MOD's Knowledge in Defence via the 'Gov' site https://www.gov.uk/guidance/knowledge-in-defence-kid .	Y

5885[04](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.	Y
5885[04](04)017	[04]	Authorized	AMC	5885(4).17 - 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.	Y
5885[04](04)018	[04]	Authorized	AMC	5885(4).18 - 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.	Y
5885[04](04)019	[04]	Authorized	AMC	5885(4).19 - 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.	Y
5885[04](04)020	[04]	Authorized	GM	5885(4).20 - GM - Identification of Critical Parts (MRP Part 21.A.805)	Traceability is the capability to trace a Part through its usage. In this case appropriate marking of Parts enables them to be traced through production and into use[9] to enable data exploitation and investigations. [9] The requirement for recoding the part usage once In-Service is detailed in RA 4813 – Maintenance Records (MRP 145.A.55).	Y
5885[04](05)	[04]	Authorized	Regulation	5885(5) - Regulation - Traceability of Parts	Withdrawn content subsumed into RA 5885(4).	N
5885[04](05)021	[04]	Authorized	AMC	5885(5).21 - AMC - Traceability of Parts	Withdrawn content subsumed into RA 5885(4).	N
5885[04](05)022	[04]	Authorized	GM	5885(5).22 - GM - Traceability of Parts	Withdrawn content subsumed into RA 5885(4).	N
5890[02]	[02]	Authorized	RA Rationale	5890 - RA (Issue 02) - 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.	N