

## RA 2101 - Aircrew Qualifications

### Rationale

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.

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### Regulation

#### 2101(1)

### Entitlement to Conduct Flying Duties

2101(1) Aircrew **shall** be qualified to operate Air Systems.

### Acceptable Means of Compliance 2101(1)

### 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.
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 badge<sup>1</sup> 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)<sup>2</sup>; 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.
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.
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)).
5. **Civil Registered Air Systems.** When UK civil registered Air Systems are used for military purposes in accordance with (iaw) RA 1166<sup>3</sup>:

<sup>1</sup> 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.

<sup>2</sup> 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.

<sup>3</sup> Refer to RA 1166 – UK Civil-Registered Aircraft Utilized **▶and Piloted◀** by the Ministry of Defence.

**Acceptable Means of Compliance 2101(1)**

- 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.

**Guidance Material 2101(1)**

**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 qualification<sup>4</sup>.
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 Regulations<sup>5</sup>.
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.
9. Where Flight Simulator Training Devices (FSTD) are used for formal instruction (iaw RA 2375<sup>6</sup>) 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).

**Regulation 2101(2)**

**Certificate of Qualification on Type**

- 2101(2) The ADH / AM(MF) **shall** ensure Aircrew possess a valid Certificate of Qualification on Type (CQT) for the Air System they operate.

**Acceptable Means of Compliance 2101(2)**

**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.
11. A CQT **should** be documented in a formal record such as a Flying Logbook.
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.
13. 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)<sup>7</sup> ). ◀

<sup>4</sup> Refer to 'Manual on the Implementation of ICAO Language Proficiency Requirements', ICAO (2004).

<sup>5</sup> RN, Army and RAF refer to The Queen's Regulations for the RAF - Joint Regulation QR J727.

<sup>6</sup> Refer to RA 2375 – Qualification, Approval and Use of Flight Simulator Training Devices.

**Acceptable  
Means of  
Compliance  
2101(2)**

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 TRI<sup>7</sup>).

**Guidance  
Material  
2101(2)****Certificate of Qualification on Type**

15. Where FSTD are used for formal instruction (iaw RA 2375<sup>6</sup>) 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).

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.

17. ADH / AM(MF) orders may describe appropriate limitations for CQT on a specific type (for example 'First Pilot Day Only').

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).

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<sup>7</sup> Refer to RA 2125 – Aircrew Instructor Training.

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