

## RA 2115 - Aircraft Commanders

### Rationale

► *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.* ◀

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**2115(1): Responsibilities of an Aircraft Commander**

**2115(2): Authority of an Aircraft Commander**

### Regulation 2115(1)

#### Responsibilities of an Aircraft Commander

2115(1) 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.

### Acceptable Means of Compliance 2115(1)

#### Responsibilities of an Aircraft Commander

1. ► **ADH** ◀ and ► **AM(MF)** ◀ **should** issue guidance on the standards required of Aircraft Commanders within their Area of Responsibility.
2. The Aircraft Commander **should** ensure that:
  - a. His crew is properly constituted and all members are qualified, current and capable of performing their duties during flight.
  - b. All crew members are: properly clothed and equipped for their tasks; in-date for all safety and survival drills appropriate to the ► **Air System**; ◀ proficient in the use of the escape and survival equipment carried, and are familiar with all emergency procedures.
  - c. All necessary flight and fuel planning has been carried out in accordance with the Air System Document Set ► ◀ 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. Passengers, if carried, have been briefed on:
    - (1) The authority of the Aircraft Commander.
    - (2) Precautions to be taken when boarding and leaving the ► **Air System**. ◀
    - (3) Crash positions and emergency procedures.
    - (4) The correct use of the ► **Air System** ◀ oxygen, escape and survival equipment carried.
    - (5) Loose equipment to be properly stowed.
  - h. Correct ATC communications and navigation procedures are carried out during flight.
  - i. Appropriate post-flight procedures are completed.

**Guidance  
Material  
2115(1)****Responsibilities of an Aircraft Commander**

3. 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).
4. 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'.

**Regulation  
2115(2)****Authority of an Aircraft Commander**

- 2115(2) In matters of Air Safety, all persons on board, whatever their rank or status, **shall** be under the command of the Aircraft Commander.

**Acceptable  
Means of  
Compliance  
2115(2)****Authority of an Aircraft Commander**

5. Nil.

**Guidance  
Material  
2115(2)****Authority of an Aircraft Commander**

6. 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'. However, 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 does not affect air safety.