

► This RA has been substantially re-written; for clarity, no change marks are presented - please read RA in entirety ◀

RA 2305 - Supervision of Flying

Rationale

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.

Contents

- 2305(1): Supervision of Flying
- 2305(2): Withdrawn Incorporated into RA 2309
- 2305(3): Withdrawn Incorporated into RA 2309
- 2305(4): Aircrew Briefing
- 2305(5): Withdrawn Incorporated into RA 2309
- 2305(6): Withdrawn Incorporated into RA 2309

Regulation 2305(1)

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.

Acceptable Means of Compliance 2305(1)

Supervision of Flying

1. Flying Supervisors **should**:
 - a. Be appointed by the appropriate ADH or AM(MF).
 - b. Have previously held the role of a Flying Authorizer¹.
 - c. Have completed and maintain currency for the MAA Centre of Air Safety Training Flying Supervisors Course².
 - d. Have experience and qualifications appropriate to their role as a Flying Supervisor.
 - e. Normally hold a Certificate of Qualification on Type on the Aircraft for which they are responsible. Where this is not the case, ADH or AM(MF) orders **should** detail appropriate mitigations.
 - f. Have overall responsibility for the safety of flying operations within their Area of Responsibility (AoR) as directed by the relevant ADH or AM(MF).
 - g. Ensure receipt of Terms of Reference (ToR) detailing their supervisory responsibilities.
 - h. Co-ordinate with the relevant Duty Holder-Facing organizations, such as Air Traffic Management (ATM), on any Air Safety matters relevant to their responsibilities.
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.

¹ Refer to RA 2306 – Authorization of Flights.

² Refer to RA 1440 – Air Safety Training.

**Acceptable
Means of
Compliance
2305(1)**

- 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.
3. Commanders of flying Units, Squadrons, Flights and Flight Operations post-holders **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 on-call Aircraft (eg QRA, SAROPS etc) to launch outside normal working hours and / or in poor weather conditions without immediate supervision.
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.
5. **Flights operating in or over foreign territory**³. iaw international law, Flying Supervisors **should** ensure that appropriate diplomatic clearance iaw AP1158⁴ is obtained.
- 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.
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 MOD⁶ to ensure the MOD provides appropriate political approval if required.

³ Territory is defined as 'the land areas and territorial waters adjacent thereto under the sovereignty, suzerainty, protection or mandate of such state' (Chicago Convention 1944 and subsequent updates refer). Territorial waters are usually 12 nm from the coast (Article 3 of the United Nations Convention on the Law of the Sea refers).

⁴ Refer to AP1158 – Approval and Diplomatic Clearance for Flights to Destinations Abroad.

⁵ Refer to RA 2307 – Rules of the Air and RA 2320 – Role Specific Remotely Piloted Air Systems.

⁶ Air Staff desk officer in MOD: CAS-ASIntl1SO1Europe-NATO@mod.gov.uk, CAS-ASIntl2SO1Africa-ME-SAsia@mod.gov.uk or CAS-ASIntl3SO1Ameri-Can-APAC@mod.gov.uk.

**Guidance
Material
2305(1)**

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.
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.
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 AP1158⁴.
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.

**Regulation
2305(2)**

Embarked Aviation Operations

2305(2) Withdrawn – Incorporated into RA 2309.

**Acceptable
Means of
Compliance
2305(2)**

Embarked Aviation Operations

12. Withdrawn – Incorporated into RA 2309.

**Guidance
Material
2305(2)**

Embarked Aviation Operations

13. Withdrawn – Incorporated into RA 2309.

**Regulation
2305(3)**

Air System Limitations

2305(3) Withdrawn – Incorporated into RA 2309.

**Acceptable
Means of
Compliance
2305(3)**

Air System Limitations

14. Withdrawn – Incorporated into RA 2309.

**Guidance
Material
2305(3)**

Air System Limitations

15. Withdrawn – Incorporated into RA 2309.

**Regulation
2305(4)**

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.

**Acceptable
Means of
Compliance
2305(4)**

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.

**Guidance
Material
2305(4)**

Aircrew Briefing

17. **Aeronautical Briefing Facilities.** STANAG 3052⁷ 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.

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.

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.

⁷ Refer to STANAG 3052 – Aeronautical Briefing Facilities.

**Regulation
2305(5)****Air Exercise Planning and Airspace Integration**

2305(5) Withdrawn – Incorporated into RA 2309.

**Acceptable
Means of
Compliance
2305(5)****Air Exercise Planning and Airspace Integration**

20. Withdrawn – Incorporated into RA 2309.

**Guidance
Material
2305(5)****Air Exercise Planning and Airspace Integration**

21. Withdrawn – Incorporated into RA 2309.

**Regulation
2305(6)****Taxiing of Aircraft**

2305(6) Withdrawn – Incorporated into RA 2309.

**Acceptable
Means of
Compliance
2305(6)****Taxiing of Aircraft**

22. Withdrawn – Incorporated into RA 2309.

**Guidance
Material
2305(6)****Taxiing of Aircraft**

23. Withdrawn – Incorporated into RA 2309.

Intentionally Blank for Print Pagination