

EXTRACT FROM AVIATION POLICY AND REGULATIONS APPLICABLE TO OPERATION OF THE CHINOOK ON 7 APR 12

ISSUE	MAA REFERENCE	ODH (JHC) REFERENCE	DDH (ODIHAM) REFERENCE	DETACHMENT REFERENCE
	MAA Regulatory Articles ¹	JHC FOB ²	ODIHAM FOB ³	JHF (US) FOB ⁴
Appointment to Fly	2101	J2101.100.3		
	“All aircrew appointed to flying duties needs to be initially qualified” Reg: (1) To Fly or operate, a UK Military Aircraft an aircrew member shall be qualified and appointed to flying duties or have been given express authority by the MAA.	To fly, or operate a JHC aircraft an aircrew member shall be qualified and appointed to flying duties or have been given express authority by Director Operations at the Military Aviation Authority, via Flight Test Division.		
		J2101.100.5		
		Except for aircrew under training and Test and Evaluation aircrew carrying out specific trials and Maintenance Test Pilots, all JHC aircrew shall be in possession of a valid Certificate of Qualification on Type. This is to be recorded in their Flying Log Book to show them to be qualified to carry out the duties to be authorised.		
		J2101.101.2		
		On joining a new Squadron, all aircrew are to complete a change of Unit or Squadron Acceptance flying check. The content of these checks are at the discretion of the Delivery		

¹ MAA Regulatory Articles, Initial Issue. Jul 11

² Joint Helicopter Command Flying Order Book, 2nd Edition, Change 0, Jan 12.

³ RAF Odiham Flying Order Book 6th Edition, Change 0, Jan 12.

⁴ Joint Helicopter Force (US) Flying Order Book, Change 3, 26 Apr 11.

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		Duty Holder / Flying Unit Commander but should include flying exercises that will give unit authorising officers an indication of an individuals ability.		
Flying Competency	2102	J2101.101.1		101
	<p>"A continuous rolling assessment process is to be in place for monitoring competency of aircrew qualified to fly UK military aircraft."</p> <p>Reg:</p> <p>(1) On completion of flying training all aircrew shall undergo a consolidation period in the role before the award of a Certificate of Competence (CofC).</p> <p>(2) Aviation Duty Holders and Commanders shall specify the periodicity of independent assessment of aircrew competency.</p> <p>AMOC⁵:</p> <p>1. Aviation Duty Holders and Commanders should issue guidance on required competency levels for the safe and effective operation of UK Military Aircraft under their command.</p> <p>2. Aviation Duty Holders and Commanders should lay down minimum criteria in terms of flying experience, qualifications and currency for each aircraft type and role which should be met before aircrew may be awarded additional categories under a CofC such as Combat Ready (CR) or Limited Combat Ready (LCR).</p>	<p>Commanders are responsible for ensuring that aircrew under their command have sufficient experience and ability to carry out the sorties for which they are briefed and authorised. Royal Navy S3168A, Army Air Corps Flying Record Folder and Royal Air Force F5200 are designed to assist Commanders in assessing the capabilities of aircrew when they join their ship or squadron. It is essential that all sections of these forms are completed in detail and that they are dispatched in sufficient time to arrive promptly at the individual's new unit.</p>		<p>J101.100.2 Joining JHF (US).</p> <p>Commanders are to ensure that aircrew under their command have sufficient experience and ability to carry out the sorties for which they are tasked. There is to be sufficient time either at El Centro or Gila Bend to develop the necessary skills required to operate in this environment, IAW JHC/CI/04. Aircrew must arrive fully current IAW the JHC FOB and JSP 550. All aircrew are to have read and signed for these orders and must have received the Naval Air Facilities (NAF) Brief delivered by NAF El Centro Ops Staff prior to operating. Additionally aircrew must receive a USA Airspace briefing from the unit QHI or Training Captain.</p>
		J2102.101.2		

⁵ AMOC – Associated Means of Compliance

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		<p>Qualification Award. The qualification of Non Combat Ready, Limited Combat Ready, Combat Ready or Certificate of Competence is awarded at the discretion of the Delivery Duty Holder / Flying Unit Commander, as is the length of time that the combat status remains valid. Delivery Duty Holders / Flying Unit Commanders are to enter the qualification, together with the aircraft type, in the appropriate section of the Flying Log Book. When an individual is posted to another unit which operates the same type, but in a different role, the receiving Delivery Duty Holder / Flying Unit Commander is to stipulate the extent of Limited Combat Ready or Combat Ready or Certificate of Competence training that must be achieved before the award of a Limited Combat Ready or Combat Ready or Certificate of Competence qualification at the new unit.</p>		
		J2103.000.1		
		<p>Unit Aviation Training Directives. The Delivery Duty Holders / Flying Unit Commanders specified at J2103.000.2 are to publish the minimum aviation continuation training requirements that specifically target aircrew to gain / maintain competency, by type and role, in the form of a Unit Aviation Training Directive. Aircrew who fail to comply with a specific training requirement are not to fly on a task that involves that skill until they have completed the necessary training, unless:</p> <ul style="list-style-type: none"> a. They are pilots flying with a Qualified Flying Instructor / Qualified Helicopter Instructor / Aircrew Instructor who is the Aircraft 		

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		<p>Commander.</p> <p>b. They are other crewmembers under the direct supervision of an appropriate instructor / Aircrew Checking Officer / appropriately qualified crewmember.</p> <p>c. The individual(s) have been assessed as competent to perform the task and the sortie has been authorised by the Delivery Duty Holder / Flying Unit Commander or his nominated representative.</p>		
Captaincy (See also duties of the Aircraft Captain)	2115 "Only competent aircrew are deemed qualified to act as the Aircraft Commander or crew in UK Military Aircraft. Captaincy is the generic term used for the judgement and asset management skills of aircrew when performing their primary duties as Aircraft Commanders. While in an aircraft all persons, whatever their rank or status, are to be under the command of the captain in respect of all matters relating to the operation and safety of the aircraft" Reg: (1) Responsibility of an Aircraft Captain: The aircraft Captain shall be entirely responsible for the safety of the aircraft, its occupants and equipment, both in the air and on the ground until it is handed over to the appropriate authority after flight. (2) Captaincy Standards: Aviation Duty Holders and Commanders shall issue guidance on the captaincy standards required of Aircraft Commanders under their command.	J2115.100.1 Captaincy is the generic term used for the judgement and asset management skills of aircrew when performing their primary duties as Aircraft Commander. Before being given the qualification of Aircraft Commander, a pilot must satisfy the Delivery Duty Holder and the associated supervisory chain that he is capable of carrying out all duties that may be required of him, including captaincy. The aircraft Captain is responsible for the safety of the aircraft, its occupants and equipment, both in the air and on the ground until it is handed over to the appropriate authority after flight.	OD 2101.150.1 Left Hand Seat Commander. A pilot may be authorised to be the Commander of the aircraft from the Left Hand Seat, provided that he has completed any competency check that may be required by the Squadron Commander and that a pilot, qualified on type, occupies the Right-Hand Seat.	
		J2302.101.2		

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		<p>Aircraft Commanders. Aircraft Commanders are to be qualified as first pilot on type and are to be current in accordance with Order J360.100. The Aircraft Commander retains overall responsibility for the operation and safety of the aircraft at all times. If the Aircraft Commander considers the flight for which he is authorised is in any way beyond his capabilities or qualifications, it is his duty to inform the authoriser.</p>		
		<p>J2105.00.3</p> <p>Aircraft Commanders Combat Ready Qualification. Aircraft commanders undertaking operational missions on OP HERRICK are to be combat ready and have completed Environmental and Pre-Deployment training.</p>		
General Currency	<p>2103</p> <p>“A continuous rolling assessment process is to be in place for monitoring currency levels of aircrew qualified to fly UK Military Aircraft. Continuation training (CT) is that required to enable aircrew to maintain proficiency on those aircraft on which they are current and qualified.”</p> <p>Reg: (1) Duty Holders and Commanders shall promulgate the currency minima for the safe operation of aircraft by aircrew under their command. (2) Duty Holders and Commanders shall specify the minimum requirements of continuation training for aircrew by type and role.</p> <p>AMOC:</p>	<p>J2102.100.1</p> <p>Flying Practice. In order to maintain competency, Delivery Duty Holders / Flying Unit Commanders should strive to ensure their aircrew achieve 15 hours per month / 45 hours per quarter. If this is not achieved, Delivery Duty Holders / Flying Unit Commanders are to decide on the course of action to be taken. Actual disciplines conducted as part of the 15 hours will be unique to role, aircraft type and operational requirements. Delivery Duty Holders / Flying Unit Commanders may detail specific training directives that are to be conducted as part of the competency requirement where necessary.</p>	<p>OD 2102</p> <p>OD2102.100.1 Annual Flying Checks. Mandatory annual flying checks are to be conducted as follows: a. Pilots and navigators are to be checked annually by the Sqn Cdr, his authorized deputy, or pilot StanO. b. Crewmen are to be checked annually by the Crewman StanO. c. In addition pilots and navigators are to be checked annually by a QHI and Crewman by a QHCI.</p>	

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	<p>1. All aircrew employed in flying appointments or in command of flying units, should keep in current flying practice and/or practise their crew duties in at least one type of aircraft with which their unit is equipped.</p> <p>2. Aviation Duty Holders and Commanders should specify the frequency and content of periodic flight, simulator and ground checks.</p> <p>3. When aircrew have been unable to remain in current flying practice they should receive a check flight in an aircraft, or with Aviation Duty Holder and Commander approval a simulator, of the appropriate type before being authorized to fly as first pilot or crewmember in an effort to regain currency. Aviation Duty Holders and Commanders should stipulate the form of check flight, who may conduct the check and any training required for aircrew whose currency has lapsed.</p>			
		J2103.100.1		
		<p>Flying Practice. All aircrew employed in flying appointments or in command of flying Sub-Units, shall keep in current flying practice and / or practice their crew duties in at least one type of aircraft with which their unit is equipped. Delivery Duty Holders are to practice their crew duties in at least one type of aircraft with which their unit is equipped. Dispensation from this order is to be sought from SO1 J7 Training Development at JHC.</p>		
		J2103.100.2		
		Flying Currency. In order to be		

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		<p>authorised as the Aircraft Commander and to ensure a safe minimum standard of flying practice, all qualified JHC aircrew are to maintain currency as detailed below. It is emphasised that these hours are the resourced minima but they can be achieved on task. Completion of this flight time does not assure competency and units are to articulate competency in their respective training directives, within their allocated resource levels. Every effort should be made to ensure that an even flying rate is achieved throughout the period. Delivery Duty Holders / Flying Unit Commanders are to specify the content of the checks to be conducted when currency is not achieved.</p>		
		<p>J2103.100.3</p>		
		<p>Minimum Hours. Aircrew appointed to units for the purpose of conducting flying duties must fly a minimum of 10:30 hours in the real aircraft during a rolling period of 3 calendar months¹¹. Minimum hours must be distributed across the skill sets as follows:</p> <p>a. Helicopter Pilots and Navigators.</p> <p>(1) General Handling. 3:00 hours General Handling by day and / or by night (not necessarily on dedicated sorties).</p> <p>(2) Instrument Flying. 12 3:00 hours Instrument Flying (3:00 hours flight time allocated during which a minimum of 2:30 hours recorded Instrument Flying must be achieved). Providing that aircrew maintain a minimum of 10:30 hours in the real aircraft during a rolling 3 month period, the Instrument Flying skill set may be flown in an approved</p>		

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		<p>simulator in accordance with order J2120.</p> <p>(3) Night Flying.</p> <p>(a) Night Vision Device Qualified Aircrew. 4:30 hours Night Flying for Night Vision Device qualified aircrew, of which a minimum of 3 hours must be on Night Vision Device. The remaining time must include at least 3 reversionary approaches to an appropriately lit area. This may include a NATO T, NATO Y, crossed headlights, desert box, a lit aerodrome, landing site or ship.</p> <p>(b) Non-Night Vision Device Qualified Aircrew. 1:30 hours Reversionary Night Flying for non Night Vision Device qualified aircrew which must include at least 3 reversionary approaches to an appropriately lit area (see 3(a) above).</p>		
		J2103.100.4		
		<p>Currency Achievement</p> <p>a. If the hours have been achieved in the previous rolling period of 3 calendar months, or if a Qualified Helicopter Instructor / Qualified Aircrewman Instructor / Qualified Helicopter Crewman Instructor / Aircrew Instructors check has been carried out during that period, aircrew are considered to be current.</p> <p>b. The rolling 3 months is to be taken as the corresponding date 3 months previously i.e. 15 June back to 15 March.</p> <p>c. If aircrew have not achieved the currency requirements then a satisfactory dual currency check, in the aircraft, appropriate to the lapsed discipline (i.e. General Handling, Instrument Flying or Night Flying) must be completed with either a HQ</p>		

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		Central Flying School or JHCHQ endorsed aircrew instructor. This dual check is to be suitable and structured such that it may allow aircrew to be authorised to fly as first pilot or crewmember in an effort to regain currency. Permission to conduct consecutive currency checks upon individuals is to be sought from SO1 J7 Training JHCHQ.		
Instrument Flying Currency	2120	J2103.100.3		120
	<p>Reg: (1) All pilots, except those under training, who fly a UK Military Aircraft in IMC or at night shall hold a valid Instrument Rating. A rating shall remain valid for 13 months from the date of the first flight of the Instrument Rating Test (IRT).</p> <p>AMOC: 8. Instrument Flying Practice. Pilots in flying appointments should ensure that their ratings are valid. Aviation Duty Holders and Commanders should ensure that all pilots are given opportunities for adequate practice evenly distributed throughout the period of their appointment.</p> <p>9. The amount of actual and simulated instrument flying, and the period in which this flying is to be carried out to maintain the standards of each category of instrument rating, should be specified in Aviation Duty Holders and Commanders' Orders. The requirement should include a minimum number of IF hours and instrument approaches. Simulated instrument flying should be carried out only in aircraft fitted with dual</p>	<p>(2) Instrument Flying. 12 3:00 hours Instrument Flying (3:00 hours flight time allocated during which a minimum of 2:30 hours recorded Instrument Flying must be achieved). Providing that aircrew maintain a minimum of 10:30 hours in the real aircraft during a rolling 3 month period, the Instrument Flying skill set may be flown in an approved simulator in accordance with order J2120.</p>		<p>J120.110.1. Instrument Currency. There are no radar services available at NAF EI Centro therefore all aircrew are to be sufficiently current in instrument flying IAW JSP 550 and JHC FOB prior to arrival and for the period of the exercise deployment.</p>

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	controls and supervised by a safety pilot. Unusual Positions should also be supervised by a safety pilot and should only be practised when there is a distinct horizon and the aircraft can remain clear of cloud during the exercise.			
		J2120.135.1		
		Use of Flight Simulators for Currency. The following flight simulators are approved for conduct of Instrument Flying as follows: c. Royal Air Force Simulators (1) Chinook (b) White. Instrument Rating Tests and up to 50% of simulated Instrument Flying requirements, including approaches.		
Limited Combat Ready Qualification			SH TASI⁶ Section 2	
			<p>4. Operational Status: b. LCR SH crew man be awarded LCR status if they meet the LCR core skills outlined in Annex A.</p> <p>1. Operate as Aircraft Commander 2. Attain an Inst Rating (without Restriction) 3. Operate the aircraft tactically 4. Fly at medium level 5. Fly at low level 6. Fly RNF 7. Operate using NVD 8. Operate within a Confined Area 9. Operate with an USL 10. HTUW 11. Fly in formation 12. Operating in an EW threat 13. Operate aircraft systems, including navigation systems, avionics and DAS 14. Operate aircraft radios</p>	

⁶ Joint Helicopter Command – Support Helicopter Training and Standardization Instructions, Issue 4, AI 2, Nov 09.

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			15. Navigate the aircraft	
Management of Log Books	2401 (3) Reg: (3) Accurate and detailed records of flying times shall be maintained by those personnel as directed in this regulation and by Aviation Duty Holder and Commanders' Orders. AMOC: 6. Flying logbooks should be maintained by all personnel who are required to fly regularly in the course of their duties and who are eligible to draw flying pay or crew pay. Guidance: 22. The flying logbooks of all aircrew employed on flying duties will be inspected monthly and certified correct by the appropriate unit/sub unit commander.		OD2410 Monthly Summaries. Aircrew Log Books are to be inspected and signed as follows:- Flt Cdr: Monthly Sqn Cdr: Jan, Apr, Jul and Oct Stn Cdr: (27 Sqn) Jul	
Human Factors / CMR Currency	1440(2) Aviation Duty Holders, Commanders and Accountable Managers shall ensure that Relevant Personnel within Defence Aviation receive the appropriate level and frequency of competency-based Human Factors (HF) training. AMOC: 19. Qualification is defined as having undertaken a recognised Pan Defence HF course within the preceding 3 years of assuming the current appointment. Aviation Duty Holders and Commanders orders should specify required qualifications and	J2103.000.6 All JHC aircrew are to complete Human Factors / Crew Resource Management training during initial flying training. Aircrew are to attend Human Factors/Crew Resource Management training during initial flying training. Aircrew are to attend Human Factors / Crew Resource Management refresher training every 2 years..... Where aircrew fail to achieve the assessment the relevant Delivery Duty Holder . Flying Unit Commander may issue an extension of up to 2 calendar months.		

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	<p>course attendance criteria.</p> <p>27. The required level of knowledge will vary depending upon the role and duties of Relevant Personnel. Aviation Duty Holders and Commanders must ensure that the appropriate level of HF knowledge and awareness training is provided to Relevant Personnel:</p> <ul style="list-style-type: none"> a. Foundation. During single/joint Service phased professional training. b. Continuation. At least every two years by means of facilitated sessions conducted by Accredited Personnel, although more frequent exposure is desirable. The duration of each session will depend upon the needs of the group. 			
Flying Standards Assessment		J2103.000.5		
		<p>c. Individual Flying Standards Assessments. All JHC aircrew that hold a flying appointment are to be subjected to a Flying Standards assessment by a Central Flying School approved Standardisation organisation. The interval between assessments is not to exceed 2 years. Where aircrew fail to achieve the assessment the relevant Delivery Duty Holder / Flying Unit Commanders may issue an extension of up to two calendar months.</p>		
Logging of P2 Hours	2401	J2401.105.6c		
	Guidance 15:	Other pilots when fully qualified on type, are to log First Pilot time for that		

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	15. Other pilots, when fully qualified on type, will log First Pilot time for that part of the flight spent in charge of the flying controls unless specified otherwise in Command/Group Orders. These are to include the use of the Second Pilot column.	part of the flight spent in charge of the flying controls. When 2 pilots fly together in an aircraft fitted with dual control, on which they are both qualified, they are both to log first Pilot time for the full duration of the flight. When pilots are operating as part of the crew for the centre-seat of the Puma, Chinook or Merlin, they are to log Second pilot time.		
Logging of Captaincy Hours		J2401.105.6b		
		When a pilot is the authorised Aircraft Commander the whole period of the flight is to be recorded, where appropriate, in the captain column, in addition to the entry in the First Pilot's column		
Passenger Authorisation	2340	J2340.000	OD 2340	
	<p>Reg: (1) Duty Holders and Commanders shall be responsible for the safety of all passengers, including troops, who fly in aircraft under their command.</p> <p>AMOC:</p> <p>12. Responsibility of the Aircraft Commander. Aviation Duty Holders and Commanders should issue orders covering the responsibilities of Aircraft Commanders in respect of carriage of passengers.</p> <p>17. Hazardous Flight Regimes: Passengers or supernumerary crew should not be exposed to potentially hazardous flight regimes, which are to be detailed in Aviation Holders and Commanders Orders.</p> <p>18. Training Sorties. Aviation Duty Holders and Commanders should define those training events that may not be conducted when</p>	<p>J2340.000.1 Members of Her Majesty's Regular and Reserve Forces, Commonwealth and Foreign Service personnel, and civilians may be flown as passengers in UK Military Aircraft, provided that the crew is properly constituted and appropriately qualified.</p> <p>J2340.140 Restrictions On The Type Of Flight On Which Passengers May Be Carried</p> <p>J2340.140.1 Hazardous Flight Regimes. Passengers or supernumerary crew are not to be exposed to potentially hazardous flight regimes. The following Orders must be complied with:</p> <p>a. Low Flying. Passengers are not to be flown on low-level sorties unless at least one of the following conditions applies:</p> <p>...</p> <p>(4). The approved purpose of the</p>	<p>OD2340.108.1 Carriage of Passengers not detailed on JHC Tasking Sheets.</p> <p>Annex A to this order sets out the level of approval, documentation, flight limitations and references appropriate to carrying passengers not detailed on JHC tasking sheets. Relevant forms are at Annexes B-E.</p> <p>Annex A:</p> <p>Category: Members of HM Forces, Reserve Forces, members of Commonwealth or foreign Service personnel on exchange duties or UAS Cadets (allocated a Service No).</p> <p>Approval Level: DFC</p> <p>Documentation:</p> <ol style="list-style-type: none"> 1. Pax manifest 2. Each pax to complete a briefing form. 	

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	<p>passengers are carried.</p>	<p>flight is to demonstrate low-level operations to the passengers. Delivery Duty Holders / Flying Unit Commanders are to approve such flights.</p> <p>J2340.140.2 Training Sorties. The following training events are considered as potentially hazardous, and must not be undertaken when carrying passengers unless the Approving Officer has been able to satisfy himself, after considering the risk involved, that to do so would be in the UK national or Service interest:</p> <ol style="list-style-type: none"> Practice emergencies. Flight tests. Weaponry. Display flying. Air Combat Training. Formation flying. Low flying. Mountain flying. Night flying. Instrument Flying. <p>J2340.140.3 Familiarisation Sorties. Passengers may be given the opportunity of experiencing the flying characteristics of the aircraft, or having the role of the aircraft demonstrated to them, during a familiarisation sortie. These may range from simple manoeuvres, suitable for all categories of passengers, to more advanced manoeuvres more suitable for military personnel as applicable to aircraft type and role. Approving officers and authorisers are to use the following guidelines when passengers and troops are flown on familiarisation sorties:</p> <p>...</p>	<p>Limitations: Must be:</p> <ol style="list-style-type: none"> On duty or Proceeding to or from leave and using a seat that would be otherwise unoccupied. <p>OD2340.108.2 Carriage of Members of HM Forces Serving at RAF Odiham. In order to increase awareness of ac operations, the Stn Cdr has granted standing approval for members of HM Forces serving at RAF Odiham to fly as passengers in Odiham ac. As long as the caveats listed in the MRPs and the JHC FOB are adhered to, this approval covers all sortie profiles including low flying. Passenger names may be recorded in authorisation sheets or a passenger manifest. A passenger briefing form is not required, but the authorising officer is to satisfy himself that each passenger has been briefed appropriately and is fit to fly. The authorisation for the sortie is to include the phrase, "Carriage of passengers approved iaw Odiham FOB 2340.108.2."</p>	
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		b. Troop Familiarisation Flying. This sortie profile would be the same as a basic familiarisation sortie detailed above but may include a short low-level leg in a previously recced area. This profile would be suitable for troops.		
	2306 (1)			
	AMOC: 9. Authorization of Passenger Flights. The names of passengers should be entered in the authorization sheet, whenever practicable, or recorded on passenger manifests.			
Restraints Used in Aircraft, inc use of Dispatcher Harness	2315 (3) Reg: (3) Aircrew shall secure and wear their seat harness for take-off and landing. AMOC: 5. Aircrew should wear the appropriate restraint harness, secured to a suitable anchorage point, at all times, except when attached to the winch cable or, for short periods, when required to move about within the cabin. If unrestrained movement within the cabin is necessary, the harness is to be re-secured to a suitable anchorage point at the earliest opportunity. 6. During periods when helicopters are operating below the minimum speed at which the aircraft can maintain height following an engine failure, all aircrew should be strapped into a seat harness. The only exception to this RA should be when aircrew are required to perform duties necessary for the safe operation of the aircraft or completion of an essential	J2130.106.1 Safety Restraint. Aircraft Commanders may allow crew safety harnesses to be unfastened in flight when necessary to complete authorised tasks. However, the pilot controlling the aircraft is to be securely strapped into his seat at all times. Passengers and troops are to be strapped in at all times when the aircraft is moving except under the provisions of J2340.		