

## In This Issue:

DSA Safety Audit BATUK p1

Note from the Director p2

ASIMS Update p2

MAA Issues First Military Type

Certificate p3

Certification Update p4

Regulation Update p4

Post-Season Air Display Symposium

p5



Soldiers on exercise at the British Army Training Unit Kenya,(BATUK).

## DSA SAFETY AUDIT OF BRITISH ARMY TRAINING UNIT KENYA (BATUK)

Following the formation of the Defence Safety Authority on the 1st of April 2015, it has been DG DSA's intent to ensure all of his Regulators can deliver high quality audits in a manner that provides the best possible results and minimises the burden on busy TLBs. To achieve this DG DSA's aim is to be able to conduct risk based joint -Defence Regulator audits as and when there is sufficient evidence to support the requirement, for example through Regulator intelligence or a pattern of safety -related incidents. This approach will not only help to minimise the burden on units as the number of individual Regulator visits should reduce but also provides the DSA with a flexible and agile audit capability which can be deployed as required.

To pilot this comprehensive approach to Safety, DG DSA established a joint Defence Regulator audit team, comprising of both military and civilian representatives from the Military Aviation Authority (MAA), Defence Land Safety Regulator (DLSR), Defence OME Safety Regulator (DOSR), Defence Fire Safety Regulator (DFSR) and

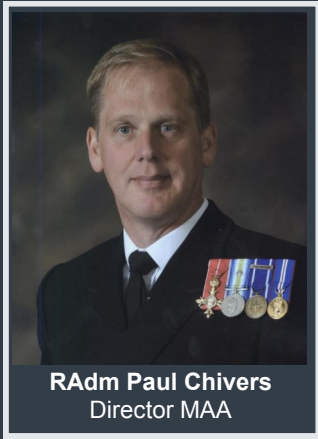
DSA HQ to undertake an audit of the British Army Training Unit Kenya (BATUK). The MAA has developed substantial experience in safety management system audits and was therefore tasked with providing the framework and some of the auditors to conduct this first DSA combined audit. The objective of the audit was to conduct pan-regulatory assurance activity of the safety systems in BATUK. In contrast to our normal MAA audits, this audit was broken down into three phases comprising the desk-top audit, on-site audit and a further phase of UK based personnel interviews to follow issues observed at BATUK up the DH chain. As a new approach, much work went into the initial planning of how best to approach this task and ensure everyone involved was clear on their role in the joint team.

The preparation was very different from our normal audits because there was such a variety of Regulatory publications and orders to audit against; the MRP looks pretty straightforward and simple in comparison. The on-site phase was

necessarily brief and intense in order to minimise the inevitable impact of a team of 9 auditors descending on a very busy Army training unit during the start of a complex field exercise involving around 1200 soldiers plus a large number of locally employed civilians. Until November this year, BATUK has an AAC squadron operating 4 Lynx Mk9a for Medevac, all very familiar to the MAA auditors; however, the main activity is organisation, preparation and execution of a month long Combined Arms exercise programme of Tactical Engagement Simulation (TES) and Live Fire exercises six times a year. TES is a sort of grown-ups laser quest with all weapon systems from small arms through to mines and artillery being simulated in field exercises starting at platoon level (~30 soldiers) and working up to the full Battle Group exercise (~1000 soldiers) where the Commanding Officer and his HQ are included in the exercise. Live Fire activity culminates in Battle Group Live Fire exercises usually employing 105mm Lt Gun (artillery), mortars and the full range of infantry anti tank and small arms weapons.

Continued on page 3





**RAdm Paul Chivers**  
Director MAA

## NOTE FROM THE DIRECTOR

Welcome to the MAA flyer. Another eventful period in which we have published the revised MAA strategy, issued our first Military Type Certificate, lead the first joint DSA audit, and provided increased assurance of air displays along with delivering our routine outputs of regulation, assurance and (fortunately rarely required) enforcement.

The autumn will be no quieter with the certification of Lightning II and platforms for UK MFTS at a time of staff turnover at the top of the MAA. Head of Regulation and Certification will change hands from Cdre Malcolm Toy to Cdre David Childs and AVM Martin Clark will handover the role of Technical Director to R Adm Rick Thompson who joins us from the Lightning PT so will be perfectly placed to support the DSA as Carrier Enabled Power Projection matures. I would like to thank them both for their extensive contributions to the MAA and Air Safety in Defence. Two long-standing members of the MAA and strong disciples of the Haddon-Cave principles, we will miss their wise council. AVM Clark retires from the RAF and we wish them well for the future.

Yours,

**Rear Admiral Paul Chivers**  
Director MAA

## ASIMS V3 UPDATE

ASIMS v3 went live on 1 April 2016 and to date 56 bugs have been identified and resolved with our developers. Some users have experienced problems with the increased length of time taken to generate reports, an issue most keenly felt by deployed users, both afloat and out of area. As a result of feedback, we worked closely with our developers to accelerate through a 'bug-fix' which was released in late July to speed up the performance of the system.

Following initial feedback from the user community we have finalised a minor upgrade which was submitted to the developers in mid-July. ASIMS v3.1 is planned to go live in mid-September and will make the following changes:

- Reintroduce the 'Comment Status' function which informs users when comments have been added.
- Enable Occurrence Managers (OM) to view Investigation/Findings/Recommendation tabs whilst a report they are managing is under investigation (Local Investigations (LI) & Occurrence Safety Investigations (OSI) only). Additionally, Occurrence Managers will be able to send a report they are managing for DDH/AM Review, as currently this can only be performed by Investigators.
- Remove the requirement to 'Close All Comments' when a report is sent for LI.
- Enable all ASIMS users to distribute a report for comment whilst under LI and global comments are on.
- Enable the recording of Occurrence Investigator (OI) Training on user accounts which will enable the filtering of station investigators when sending a report for investigation as below:

<u>Investigation Type</u>	<u>Available Investigators</u>
LI	OM Role group, all Station Investigators
OSI	OI Trained Station Investigators
SI	All "Defence AIB" Station Investigators

- Enable the user to select which role group they wish to 'Add Final Comment' for, when they are in multiple role groups and have been sent a report for comment.
- Include 'Days to Report' (difference between date of occurrence and date of reporting) and 'DDH/AM Role Group' in DASOR downloads.
- Add 'Date Closed' to the Summary tab once a report has been closed and add the field to the advanced search.
- Enable 'Anonymous' users (those who raise a report without logging into ASIMS) to receive automatic feedback (pdf copy of the report) when their report is accepted onto ASIMS and when their report is closed. This mirrors the automatic feedback received by users who log onto ASIMS to raise a report.

The 36<sup>th</sup> ASIMS Working Group took place on 20 July 2016 at Shrivenham. Feedback from the user community regarding ASIMS v3 was a key topic for discussion and those changes suggested at the Working Group are currently being considered for inclusion in v3.2 which is expected to go live at the start of 2017.



## BATUK AUDIT continued

The team spent the first night in Kifaru Barracks in Nairobi, the BATUK (rear) base where we had the pleasure of a 0420 fire practice which they swore was not just for our benefit! After a tailored in-brief we travelled up to Nanyuki, the main BATUK base where we were well hosted by Comd BATUK and his staff. The first full day saw the pan DSA team conduct the first joint interviews of BATUK staff. Meanwhile the MAA Army and RM contingent travelled 2½ hrs up-country to interview the CO and 2IC of the exercising battle group and get a feel for the exercise area which coincidentally also allowed viewing of a large selection of African wildlife from the Land Rover while moving to and from the Forward Operating Base. The second full day saw a maelstrom of joint interviews, some of the MAA auditors interviewing members of the Lynx Squadron before joining with the DSA team to complete the comprehensive interview programme.

An early start the next morning for the out brief with Comd BATUK was followed by bidding farewell to Nanyuki and the long (and at times mildly hair-raising) drive back to Kifaru in Nairobi for more interviews and a perilous night time drive to the airport and home.

We are still in the process of interviewing DHs up the chain in the UK and hope to publish the report in the next month or so. It appears a distinct possibility that this first joint audit is the shape of things to come; it is hoped that this new approach will provide a useful template for future joint audits and will prove of value to both DSA and the regulated community as we move to further develop a more flexible and agile audit capability, whilst aiming to minimise the burden on the regulated community.

## MAA ISSUES FIRST MILITARY TYPE CERTIFICATE

On 21 April 2016, Air Vice-Marshal Martin Clark, MAA Director (Technical), issued the first UK Military Type Certificate (MTC), on behalf of Director MAA, for the Rotary Wing Command Support Air Transport (RWCSAT) AW109SP air system.

A ceremony was held on 4 July to mark the event with a formal presentation of the certificate to Nick Jones, as the Military Registered Civil Owned (MRCO) air systems Type Airworthiness Authority (TAA) of the Special Projects and Multi-Air Platforms (SPMAP) Project Team (PT). The ceremony was attended by Air Marshal Julian Young, DE&S Chief of Materiel (Air) who, in his previous role as DE&S Director (Helicopters), oversaw the RWCSAT AW109SP programme.

The issue of an MTC is a landmark event for the MAA Certification Division representing the culmination of the first air system to complete the full Military Air System Certification Process (MACP) as detailed in Regulatory Article (RA) 1500 (soon to be replaced by RA 5810). A number of air systems have undergone a “tailored” MACP resulting in being awarded a Statement of Type Design Assurance (STDA), with several others still undergoing a “tailored” MACP.

A MRCO aircraft, the RWCSAT AW109SP is on the Military Aircraft Register (MAR), operated by 32(TR) Sqn, based at RAF Northolt, but owned by Sloane Helicopters Ltd (SHL). SHL also acts as the Air System Co-ordinating Design Organization (Air System CDO) and the Mil Part 145 Maintenance Organization. The RWCSAT AW109SP is a Leonardo Helicopters (previously AgustaWestland) AW109SP which has a civil Type Certificate (TC) issued by the European Aviation Safety Agency (EASA). The Pratt & Whitney Canada PW207C engines are also EASA certified. Because EASA is considered by the MAA to provide an appropriate degree of independent scrutiny and assurance that a type design complies with a civil Type Certification Basis (TCB), the MAA’s Military Type Certification activity focussed on demonstrating the appropriateness of the civil TCB and addressing the impact of UK military design and usage changes.

In parallel with the certification programme for the RWCSAT AW109SP, a study was commissioned by the MAA to fully understand the significance of the MTC in the Defence Air Environment, and to develop procedures for their management through the life of an Air System Type. The output from this study was published in [MAA Regulatory Notice \(MAA/RN\) 2016/03: Military Type Certificates Explained](#). A similar approach has been applied to the management of Approved Design Change Certificates (ADCC) for Major Changes in the design of legacy Air System Types (i.e. those without an MTC), for which a RN will be issued shortly.



L-R RAdm Paul Chivers, Mr Ian Craddock, AVM Martin Clark, Mr Nick Jones, Cdre Malcolm Toy, AM Julian Young

## CERTIFICATION UPDATE

- **P-8A Poseidon Maritime Patrol Aircraft.** As part of the project Main Gate review process, MAA Certification Division carried out a detailed review of P-8A Poseidon type certification arrangements. This is the first certification project to fully exploit MAA mutual recognition activity using the process detailed in [MAA/RN/2015/15 \(DTech\)](#). The Division are now working with the DE&S Project Team to determine the forward programme of certification activity, leading to the issue of a Military Type Certificate, prior to Poseidon entering Service in 2019.
- **Electronic Systems.** The Electronic Systems Branch has been involved in the certification of a range of Avionics upgrades across a number of fleets. Of particular note, a Statement of Type Design Assurance for Tornado GR4/4a TCAS was issued on 19 July 2016.
- **RFA TIDESPRING.** Aviation Certification activity for RFA TIDESPRING, the first of the UK's new Class of Fast Fleet Tankers, has begun prior to her transit to UK waters and final Militarisation package. This new Class of four 37,000 tonne ships will support the new Queen Elizabeth Class (QEC) Carriers. The first QEC, HMS QUEEN ELIZABETH's compartment acceptance is moving forward rapidly with further Certification work being carried out to support Contractor Sea Trials in March 2017.
- **Continuous Improvement.** Cert Div held a facilitated Air System Certification Workshop in May. The aim of the workshop was to carry out a high level review of our internal certification processes to identify priority areas for improvement or development. The workshop identified a number of work strands, all of which have now been allocated a lead Project Certification Manager and are being taken forward as part of on-going MAA Quality System development activity.
- **Def Stan 00-970.** Bids have been received from 3 companies for the contract to support the transformation of Def Stan 00-970, our certification standard for new air systems. Technical and commercial assessment of the bids has taken place and the contract was awarded in July. Further details will follow in the next edition.
- **Presentation of the first UK Military Type Certificate.** On 10 July 2016, the MAA Director Technical, AVM Clark, presented the first UK Military Type Certificate (MTC0001) for the AW109SP helicopter to Mr Nick Jones, Military Registered Civil Owned Aircraft (MRCOA) Type Airworthiness Authority in the Special Projects Multi-Air Platform (SPMAP) Project Team. Further information can be found in the article at page 3.

## REGULATION UPDATE

### ATM Regs:

- The Manual of Aerodrome Design and Safeguarding (MADS) has undergone a process of updating and has been reformatted into a Regulatory Article (RA) style layout. Initial Key Stakeholder Engagement has been conducted prior to releasing the Notice of Proposed Amendment (NPA) in September/October 2016.
- RA 1026 - Aerodrome Operator and RA 3201 - Military ATM will shortly undergo NPA; the Regulated Community is encouraged to fully participate in the amendment process.

### Fly Regs:

- RA 2125 – Aircrew Instructor Training will undergo a complete review over the next 6 months. Front line commands and contractor organisations have already been invited to provide comment on areas of the RA that they wish the MAA to investigate, and the Regulated Community is invited to inform the process before NPA.
- **Flying Displays.** The Flying Display Handbook (FDH) has been re-issued after a significant review. Although the FDH is a valuable aide-memoire, the display community is reminded that RA2335 – Flying Displays and Special Events and CAP403 (the CAA equivalent document for flying displays) should be consulted as the definitive regulations for military and civilian regulated displays respectively.
- The following RAs have undergone minor amendment in the last quarter and were released on 25 May 2016.
  - RA 2130 – Safety Equipment, Drills and Training.
  - RA 2135 – Aircrew Medical Requirements.
  - RA 2305 – Supervision of Flying.
  - RA 2309 – Flight Procedures.

### DAw Regs:

- Following the incorporation of comments received from both NPA 15/12 and NPA 16/06 and an internal review to ensure coherency, the RA 5000 Series has been finalised for publication in the summer of 2016.
- Concurrently, a number of corresponding RAs in the RA 1000 Series are being reviewed for amendment. The review of these will follow the normal NPA consultation process prior to publication later this year.

Continued on page 5

# POST-SEASON AIR DISPLAY SYMPOSIUM

This season's Post-Season Display Symposium will be held 3 - 4 November 2016 at the Defence Capability Centre at Shrivenham.

The primary aim of the Symposium is to assure and promote Air Safety within the Air Display environment and is an opportunity to discuss events and issues from the 2016 season in order to learn lessons for the future. To this end we would welcome the offer of presentations from military or civilian display participants, Flying Display Directors and Event Organisers.

The Symposium also provides an opportunity for the MAA to update military display teams and organisers on emergent or extant display governance issues. It will also outline future proposals for improved regulation and Air Safety. This is an opportunity for display teams and organisers to provide feedback on current regulation and potentially influence future amendments. Although this symposium is focussed on the 2016 season, newcomers to display flying will be most welcome and can expect to benefit from engaging with experienced display teams and supervisors.

A key objective for the 2016 season was to increase levels of reporting and feedback within the display community. This year's season has clearly been different in many ways and we're keen to share the experiences from those involved to help shape and improve Air Safety in coming years. To that end, if you have any reports, feedback or suggestions, please provide them using any of the reporting methods available, or even just via email to [DSA-MAA-Display@mod.uk](mailto:DSA-MAA-Display@mod.uk).

The Symposium is co-hosted by the MAA and the British Air Display Association (BADA) and is supported by the CAA. In addition to the formal presentations, the symposium provides a good opportunity for informal discussions and networking. The event is at nil cost to military attendees and there is a fork supper provided by the MAA/BADA on the evening of the 3<sup>rd</sup>. If you have any questions that you would like to be addressed, please pass them to Mr Evan Davies at [DSA-MAA-ES-STTS-CD1@mod.uk](mailto:DSA-MAA-ES-STTS-CD1@mod.uk) in advance of the event in order that answers can be researched and confirmed.

For details on MAA Air Display Flying Symposia and how to apply please see the link below to the training page on the MAA Internet site. (<https://www.gov.uk/government/collections/military-aviation-authority-training-courses#air-display-flying-symposia>)



## REGULATION UPDATE continued

### CAw Regs:

- The Continuing Airworthiness Engineering RA 4000 Series and MAP-01 Review, designed to elevate the Acceptable Means of Compliance and Guidance Material content of the process manual into RAs continues. It is a long term project that will result in changes and recommendations for the remaining non-regulatory content of MPA-01. This work is not expected to reach its final conclusion until autumn 2017. [RN 2016/05](#) provides an update on progress thus far and the need to amend our timelines for completion and [NPA16/12](#) outlines the proposal to withdraw 15 RAs from the Series due to content being addressed in other Defence publications.
- MRP Part M (RA 4900 Series) Continuing Airworthiness Management Organization regulation is to undergo enhancement, in association with the MAP-01 review, to generate an MRP Part M Sub Part C – Continuing Airworthiness.

## FEEDBACK

The MAA Flyer welcomes your feedback. If you have any views on the content of this newsletter, or suggestions for future content, please contact us via [DSA-Enquiries@mod.uk](mailto:DSA-Enquiries@mod.uk).

For enquiries relating to the MRP, please contact us via [DSA-MAA-MRPEnquiries@mod.uk](mailto:DSA-MAA-MRPEnquiries@mod.uk)

No part of this publication may be reproduced in any way without prior permission in writing from the editor.

All stock photos: © Crown Copyright 2016