

7 Feb 19

See Distribution

**RECORD OF DISCUSSION OF RAFAC AVIATION TRAINING CUSTOMER EXECUTIVE BOARD (CEB) HELD ON 6 FEB 19**

<b>Name</b>	<b>Post</b>	<b>Role</b>
Section 40		Chairman
Section 40		
		Sec

**ACTIONS**

**ITEM 1 - WELCOME**

1. Welcomes and introductions were carried out.

**ITEM 2 – MATTERS ARISING FROM LAST MEETING**

2. **Para 17a(1) – Saturday Flying at Leeming.** It was stated that Saturday flying at RAF Leeming was not possible.
3. **Para 17a(2) – Additional AEF Deployments.** Currently, only

Section 40

## ACTIONS

Bristol and Glasgow AEFs were contracted to deploy elsewhere to cover camps. It was requested that the **Section 40** investigate the feasibility of amending the contract with Babcock to run an extra AEF deployment to cover a camp elsewhere.

4. **Para 17a(3)**. Completed.
5. **Para 17b(1)**. Completed.
6. **Para 17b(2) - Underage Cadets**. This would be covered under Item 3.
7. **Para 17b(3)**. Completed.
8. **Paras 26a-c**. All completed.

### ITEM 3 AEF UPDATE

9. **6 FTS Delivery**. The **Section 40** provided an update on AEF in general and also cadet flying. The MS PPT slides can be found at the link at Enclosure 1. Issues that arose from the presentation were as follows:

#### **Section 43**

b. **Project TELUM**. Pj TELUM, also known as Fixed-wing Light Aircraft Trg System (FLATS), was to be a fully provisioned service that aimed to provide single-engined monoplanes with fixed tricycle undercarriage; sufficiently robust to endure the mil trg environment, including high sortie rates and multiple take-offs/landings; fully aerobatic. The Air System Functional Specification was baselined by a tri-service SQEP panel 18 Apr 18. Initial Gate was achieved 4 Apr 18 with Planning Assumption for Service Entry (PASE) anticipated to be 1 Apr 22, with FOC 1 Apr 23. TELUM had been incorporated into Youth Aviation Programme (YAP) alongside Pj VENTURE (Gliding). The RAFAC community were unsighted on Pj VENTURE and the Chairman undertook to speak to the CAP lead (Air Cdre Simon Edwards) to determine its status and to see how the SRO had been established without RAFAC involvement.

**Sec's note:** The Chairman spoke to the CAP lead and Pj VENTURE no longer exists. HQ 22 Gp would lead on future Youth Aviation Requirements and RAFAC would be involved.

## ACTIONS

- c. **RPAS/EFT Task.** 6 FTS would be required to assist with meeting output targets to cover shortfalls in the MFTS. The requirements were being scoped but it was likely that it would have an impact on flying hours available for AEF.
- d. **Basing.** Basing and Infra issues still presented issues. A permanent operating location for 3AEF was still to be decided. Current operations were being flown out of Boscombe Down with deployments to Newquay Airport. An alternative location for 9AEF was still to be decided. It was anticipated that AEF flying at Aldergrove would be Aug 19. There were still various other issues regarding the provision of AT services, runways, hangars etc which were having a negative impact on the ability to fly. Where possible, flying hours were being transferred to other locations but all were aware that this meant that some would have to do without or that it would lead to increased travelling time for others. It was hoped, from Mar 19 onwards, that flying at Wittering on Saturdays would be possible with a radar service.
- e. **Underage Cadets.** 6FTS had used the 3822 to check the date of birth of cadets to ensure they weren't flying underage cadets. The new 3822s meant that the date of birth was not available to check to prevent a data protection breach if lost. There was discussion as to whether a lost 3822 would constitute a data protection breach and it was requested that the 3822 was reviewed to include the date of birth. Alternative ways of checking age were suggested such as the AvMed 1 which would include these details. It was also suggested that the cadet portal/SMS could be used to discriminate age limits so that authorisation for flying couldn't be given to underage cadets.  
**Sec's Note:** AvMed 1 Forms had been amended to include a cadet's date of birth whilst the future of the 3822 was debated. 6FTS had also adapted their Form 12 to include date of birth; ACTO 31 had been amended accordingly
- f. **No Shows.** 6FTS reported that no shows were happening. Most RAvnOs stated that they were unsighted on the issue of no shows and urged that the AEFs were more proactive in reporting no shows and supervision issues. 2FTS already had a good system working with the RAvnOs and a process was already in place.
- g. **Statistics.** The **Section 40** discussed the AEF flying statistics for the FY 18/19. The Sec was to liaise with the [REDACTED] in order to obtain the statistics and include them in the RoDs to this meeting.
- h. **Cadet Supervision.** 6FTS emphasised the need for

**ACTIONS**

escorting personnel to exercise close control of cadets at all times during visits iaw guidance in ACTO 31.

10. **Decisions.** It was decided that:

a. **Pj VENTURE.** The Chairman would investigate the status of Pj VENTURE. (See Sec's note at para 9b)

Chairman

b. **Underage Cadets.**

(1) The chairman would investigate the possibility of re-instating the cadet's date of birth into the 3822. (See Sec's note at para 9e)

Chairman

(2) 6 FTS and 2 FTS Reps would instruct AEFs and VGSs to check dates of birth using other documentation such as the AvMed1.

6 FTS and 2 FTS Reps

c. **No Shows and Supervision.** 6 FTS Reps would instruct AEFs to be more proactive in reporting no shows and supervision issues to RAvnOs so that they can deal with any transgressions through education and sanction.

6 FTS Reps, RAvnOs

d. **Statistics.** The Sec was to liaise with the **Section 40** in order to obtain the statistics and include them in the RoDs to this meeting.

Sec

**Sec's note:** The link to the 6FTS Statistics is at Enclosure 2.

**ITEM 4 – 2 FTS UPDATE**

11. **2 FTS Delivery Statistics.** The **Section 40** introduced himself and his team. The link to the 2 FTS CEB Slides 2019 is at Enclosure 3. **Section 40** started the presentation with an explanation of the 2 FTS delivery statistics for 2018 (Jan to Dec), comparing them to 2017. Cadet flying had increased to 815 sorties from 516 (58% increase). This increase was in spite of the 2017 figures having been increased during Jun/Jul by CGS helping out at 634 VGS camps. Cadet PTT sorties increased to 5843 from 1842 (217% increase). The slides also included a breakdown of AGS/VGS sorties, 2018 qualifications output (overall and as a regional breakdown). All were impressed by the detail of the statistics and requested a monthly update (per region).

12. **Lost Opportunities.** SO2 CAPE discussed the various reasons for lost opportunities including no shows. He stated that lost opportunities had decreased to 6% from 9.1% a couple of years ago. All agreed that this information was useful and should be available on a regular basis.



## ACTIONS

13. **Basing and Infrastructure.** The **Section 40** announced that there were 10 VGS on 9 units across the UK, 3 of which still to be brought online (infra issues). It had been decided to maintain 2 VGSs rather than amalgamate them at Little Rissington to allow for a flexible approach to potential rebasing (however unlikely) in the future. There were 6 AGS units across the UK with 2 more scheduled at Northolt and Wittering (infra issues). The slides at Enclosure 3 provide a summary of the Fleet Delivery Plan with more, commercially sensitive, detail available by contacting 2 FTS direct.

14. **PTTs.** All agreed that the increased use of the PTTs was welcome but the following issues were raised:

a. **Future Funding.** The PTTs had been bought from a Charitable Trust grant and there was no funding line to keep them going (maintenance and replacement). The **Section 40** stated that the aim was to establish a future funding line for PTTs but this was difficult to achieve due to the moving plan. Once the flying plan was more solid then the issue of future funding for PTTs would be addressed.

b. **Use of PTTs.** A review of the use of PTTs was required including tasking and locations. There were 4 PTTs available for relocation, the rest were fixed at present. The RCs were invited to suggest and fund/support locations for the 4. 2FTS advice was to collocate with the AEFs. All agreed that a meeting was required to scope their use. The RAVnOs undertook to get together to establish the optimum locations for the 4 PTTs.

**Sec's note:** The future use of the PTTs would be incorporated into a larger task to establish a User Requirement Document (URD) that was discussed later in the meeting (see para 15)

c. **Staffing PTTs.** The RAVnOs asked whether volunteers could be used to instruct on the PTTs. In the past there was some resistance to allowing this to happen but following discussion it was agreed in principle that volunteers might be able to instruct cadets on PTTs, as supernumerary staff due to the return on training required, if they were adequately trained, passed standards checks and maintained currency. RAVnOs and the **Section 40** agreed to take the proposal forward.

15. **Forward Planning.** The **Section 40** highlighted the challenges, successes, risks, opportunities and constraints that they were faced with. Various measures were being put in place to mitigate the infra, manning and fleet generation risks and these were available to view in the slides at Enclosure 3, but include actions such as recalculating the life of the Vikings, recruitment, training

## ACTIONS

rationalisation of VGS staff, using CGS and potential engineering efficiencies. However, key constraints include ac availability, VGS volunteer availability, 2 FTS manpower and resourcing, existing infra and the lack of an Endorsed Annual Flying Task (AFT). In order to address the AFT issue, 2 FTS requested to gain an understanding of the customer requirements and expectations of what should be delivered. Further discussions expressed concern that under extant policy, cadets gliding over a single weekend on BLUE Wings training was restricting the ability to fly a greater number of cadets and thus losing the opportunity of maximising the message that gliding was back, which would benefit 2 FTS, the VGS units and the cadets in the VGS footprint. Section 40, along with others, highlighted that CEB Avn members had not been given any opportunity to give input to the Progressive Training policy for gliding and asked that they could do so from a customer perspective. It was determined that a working group could be established with the the task of reviewing the Progressive Training Syllabus (PTS) for gliding and the associated AFT. A previous meeting between Comdt RAFAC and 2 FTS to discuss Aerospace issues had also identified this need and it was felt that an action at that meeting to:

*'outline an Aerospace Strategy to capture the cadet offer in this area, from classification trg in principles of flight, access to AGS, VGS and AEF, the PTS syllabus, QAIC and NAC, confirming boundaries for delivery agents and outlining broader partnership with industry such as ASP partners...'*

could form the basis of a URD. The Chairman undertook to arrange a meeting where customers (RCs) could scope user requirements, both in terms of the PTS for gliding and AFT, in the first instance, as well as the other Aerospace issues listed. In addition the Chairman undertook to include the Note of Action from the Aerospace meeting for inclusion in these RoDs.

**Sec's note:** A link to the Note of Action is at Enclosure 4.

16. **Decisions.** It was decided that:

- a. Section 40 would provide regions with monthly statistics on flying/PTT sorties, qualifications output and lost opportunities.
- b. RAvnOs would determine the optimum locations (in the short term) for the PTTs.
- c. Section 40 would scope the possible use of RAFAC volunteers as PTT instructors.
- d. The Chairman would arrange for a meeting so that customers (RCs) could scope an aerospace URD with early and prioritised work on the PTS for gliding and AFT.

Section 40

RAvnOs

Section 40

Chairman

## ACTIONS

### ITEM 5 – RAVnO UPDATE

17. **VGS/AGS Allocations.** Section 40 stated that the VGS/AGS allocations process was going well.

18. **Tayside Scholarships.** An update on the Tayside Scholarship contract was requested. A Business Case had been submitted to Commercial Branch and a 6-month extension to the contract was submitted, which was initially rejected. There was still a possibility that an extension could be arranged. However, as the contract was due to end Sep 19, only 50% of the allocations were currently being accepted.

19. **General Communication.** The RAVnOs aimed to establish greater opportunities for them and the VGS to meet and discuss the gliding provision. They also requested that they are included in Section 40's in-post visit programme. The Section 40 stated that a decision couldn't be made until the new Comdt was in post when something could then be arranged in line with the many other priorities he will face.

20. **Provision of Badges.** There was a request for the timescale on the re-stock of PTS Blue "A" Wings. It was advised that a restock was imminent and that provision through the normal demand chain should soon be possible.

### ITEM 6 - AOB

21. **Air Scouts.** In accordance with the GAI, the Air Scouts were a recognised external youth organisation that might be considered for flying, but on a 'spare capacity' basis. As there is currently no spare capacity, any requests should be politely refused at this time.

22. **Flying at Civilian Clubs.** There was no prospect of permission being given to use civilian clubs to fly Air Cadets. ACTO 35 had been removed from Bader Sharepoint. RAVnOs were to ensure that this information was promulgated to all RAFAC units.

23. **Flying with RAFGSA, RAFMFA and RAFFCA.** Work was ongoing to scope the feasibility of flying using RAFGSA, RAFMFA and RAFFCA under DHAN 178. A link to the DHAN is at Enclosure 5.

24. **Flying in Foreign Military Aircraft.** 2 FTS undertook to take this issue forward.

**Sec's Note:** Post meeting, Section 40 engaged with the Section 40 to gain his perspective. The Section 40 was supportive of the requirement and understood the issues. The new Section 40 would develop a case to support the RAFAC requirement.

All

RAVnOs

2 FTS

2 FTS

**ACTIONS**

25. **Form 6424.** There had been rumours that Form 6424 had been amended and there was some confusion as to whether to use the existing form or the new one. A working group of GPs were looking at the 6424 but there was no amendment to the existing form and the one from Bader sharepoint remained extant.

Chairman

26. **TRA Attendance.** It was felt that the Comdt, as the TRA, should attend the Aviation CEBs. The Chairman undertook to speak to the Comdt regards her attendance at future CEBs.

Chairman

27. **CEB Frequency.** It was felt that one CEB a year was too infrequent and the Chairman undertook to liaise with the Comdt about making it a biannual requirement.

**ITEM 7 – NEXT MEETING**

28. The Sec was to arrange for the next meeting to take place on a date TBC (depending on discussions at para 25)

**Section 40**  
[Redacted]

Enclosures:

1. [6FTS CEB Slides 2019](#)
2. [6FTS Statistics](#)
3. [2FTS CEB Slides 2019](#)
4. [Aerospace Meeting Note of Action](#)
5. [DHAN 178](#)

Distribution:

HQ RAFAC	<b>Section 40</b> Chairman Comdt RAFAC
2 FTS	<b>Section 40</b> [Redacted] - Sec <b>Section 40</b> Section 40
3 FTS	Section 40
6FTS	Section 40
RAFAC RHQ	<b>Section 40</b> Regional Comdts RAvnOs
CCF (RAF)	<b>Section 40</b> <b>Section 40</b> [Redacted]

# 6 FTS

## Section 40

### HQ 6 FTS



 ROYAL  
AIR FORCE





# SCOPE

- LAFT 2
- Project TELUM
- RPAS / EFT training task
- UAS/AEF Basing
- Redistribution of units to AEFs
- Other issues

 **ROYAL  
AIR FORCE**



# LAFT 2

- Option Years

# Section 43

 **ROYAL  
AIR FORCE**



# PROJECT TELUM

- What Will it Deliver?
  - Replacement for LAFT2 Contract: aka Fixed-wing Light Aircraft Trg System (**FLATS**)
  - Ac, fg hrs, ops and eng spt, ATM (WIT), site-specific Soft FM
  - Provision also includes RN Light Fixed-Wing Fg Trg (**RNLFWFT**) and Army Fg Grading (**AFG**)
- Progress to Date
  - **Initial Gate** achieved 04 Apr 18
    - Project Lead passed to CAP Area:
      - TELUM incorporated into Youth Aviation Programme (**YAP**) alongside Pj VENTURE (Gliding)
      - SRO Air Cdre Simon Edwards
    - Air System Functional Spec and SOR now relatively mature
    - **Next milestone:** CAP AMAE to issue YAP Mandate (ASAP)

 **ROYAL  
AIR FORCE**





# PROJECT TELUM

- Start Date
  - Planning Assumption for Service Entry (PASE): **01 Apr 22**
    - Depending upon ac selection and mil certification and registration, phased entry to service may be necessary:
      - **Assumed FOC 01 Apr 23**
- Air System Functional Specification
  - Solution-agnostic. However:
    - Ac shall be single-engine monoplane w/fixed tricycle undercarriage; sufficiently robust to endure the mil trg environment, incl high sortie rates and multiple take-offs/landings; **fully aerobatic**
    - Full glass cockpit, incl engine instruments:
      - future proofing against tech obsolescence and regulatory changes
      - Avoidance of negative trg (cf all other Defence ac types)
  - **Air System Functional Specification baselined by tri-service SQEP panel 18 Apr 18**

 **ROYAL  
AIR FORCE**



# RPAS / EFT Task

- Shortfall in MFTS output
- 6 FTS to assist with meeting output tgts
  - Task scope/scale still TBC
- May affect AEF fg hrs


 ROYAL  
AIR FORCE



# UAS/AEF Basing

 **ROYAL  
AIR FORCE**



- BUAS/3AEF permanent operating location still TBD:
  - Currently operating fm **MOD Boscombe Down** and deployments to **Newquay Airport**
- YUAS/9AEF to relocate fm RAF Linton on Ouse by Dec 20:
  - Future operating location TBD
- **Section 40** 
  - Permanent ac allocation forecast arrival May 19 (TBC)
  - Start of AEF Fg circa Aug 19 (TBC)

# ATC/CCF Allotment to AEFs

## Issue

- Numbers of cadets allocated to AEFs

## Considerations

- Travelling time
- AEF capacity
- AS considerations (traffic density / ATC cover)

 **ROYAL  
AIR FORCE**



# Other Issues

- Underage cadets
- Supervision of cadets
- No shows

 **ROYAL  
AIR FORCE**







**Questions?**

# CEB 2019

Section 40

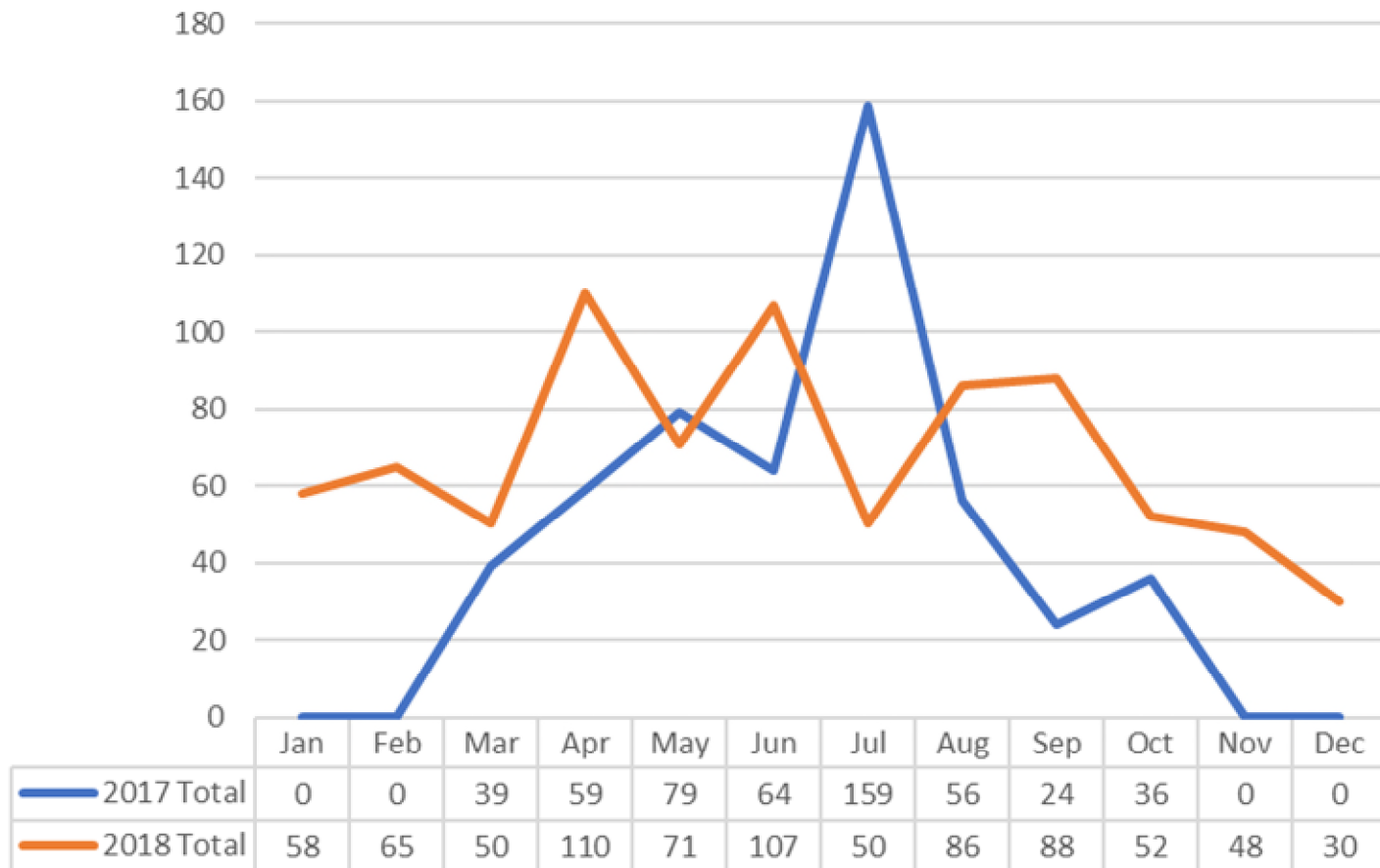
Section 40

Section 40

6 February 2019



# Cadet Flying 2017/18



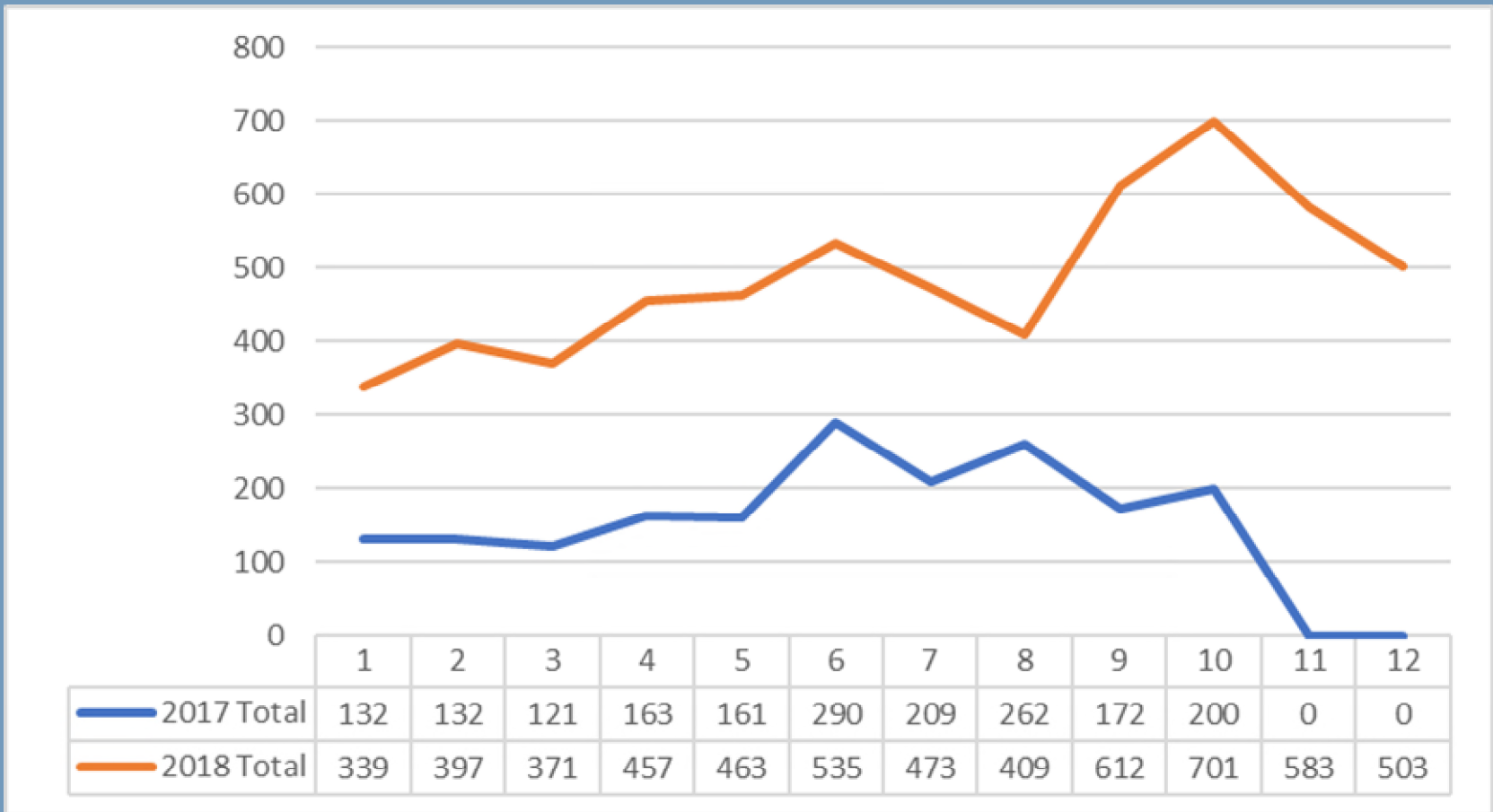
2018 TOTAL = 815

2017 TOTAL = 516

PERCENTAGE INCREASE 58%



# Cadet PTT 2017/18

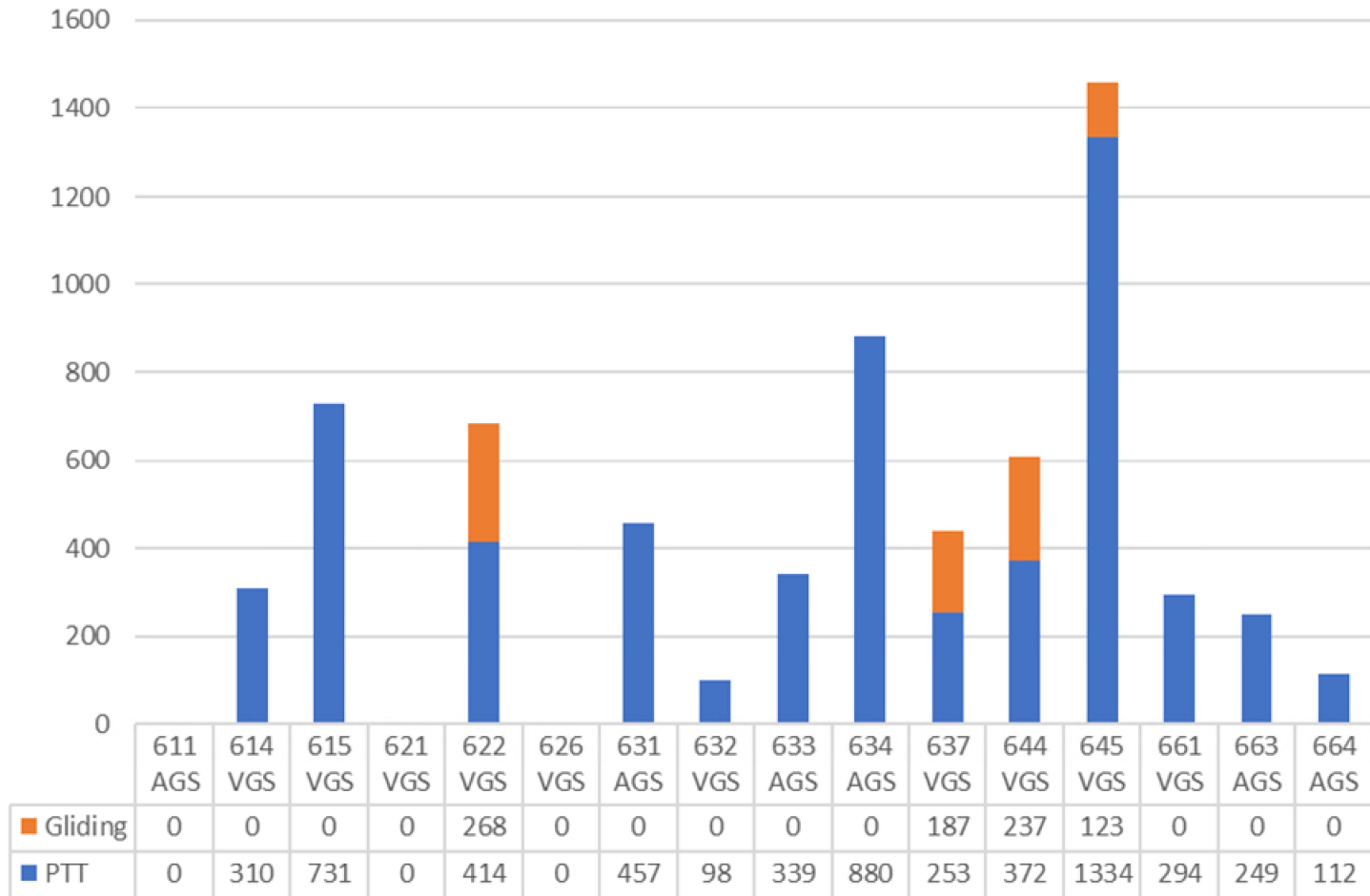


2018 TOTAL = 5843

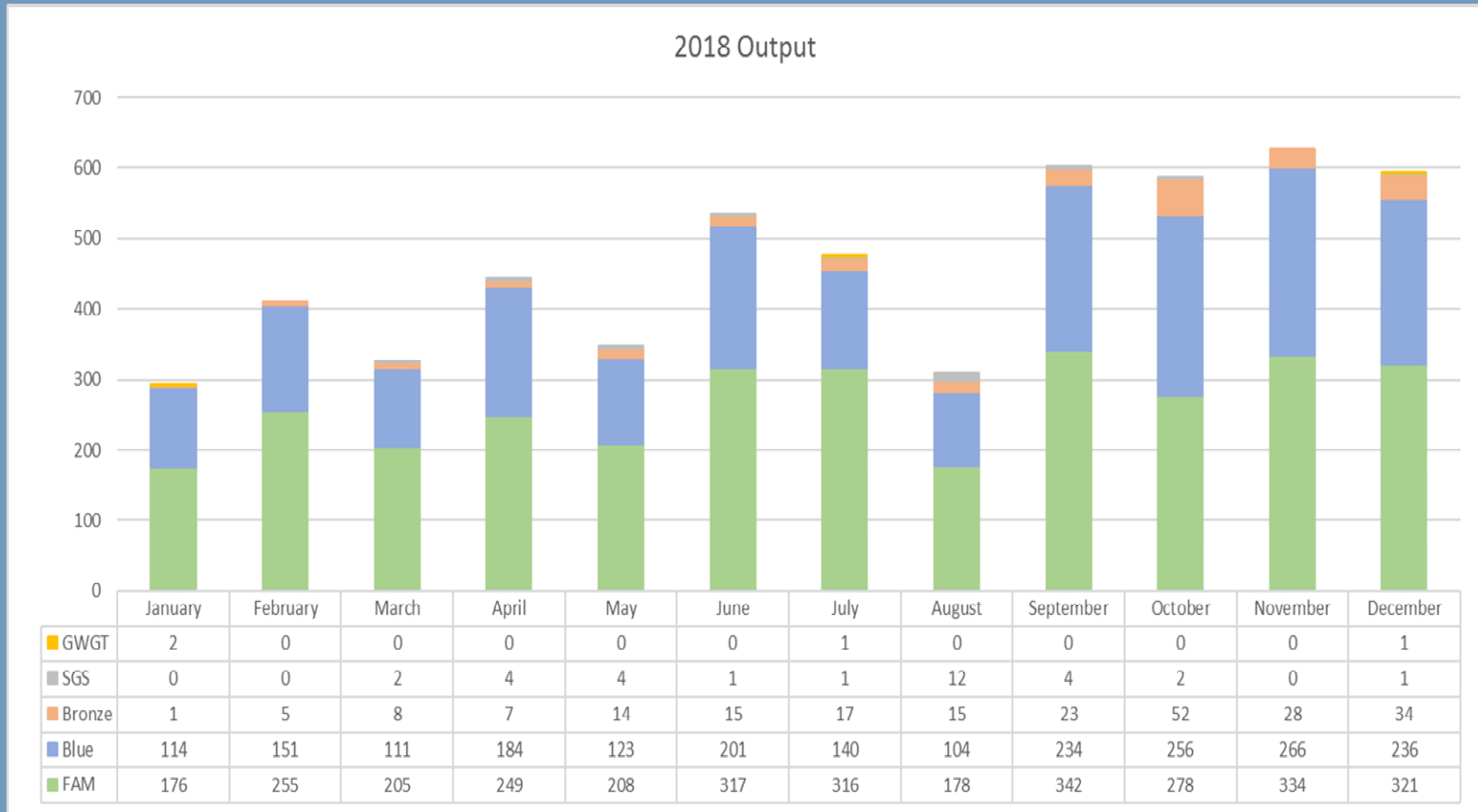
2017 TOTAL = 1842

PERCENTAGE INCREASE 217%

# AGS/VGS Cadet Training



# 2018 Qualifications Output



Gold – 4

Silver – 31

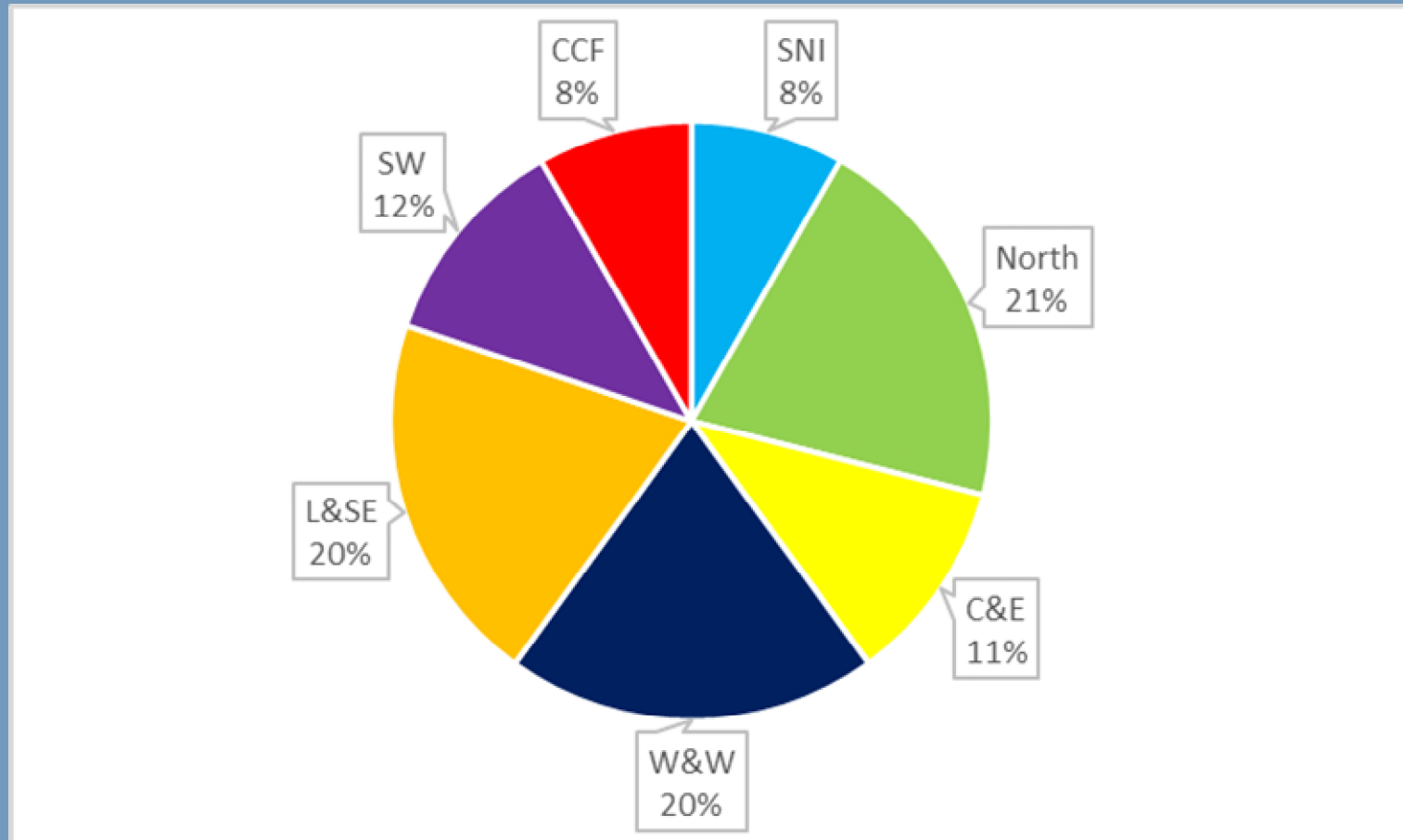
Bronze – 220

Blue – 2120

FAM - 3179

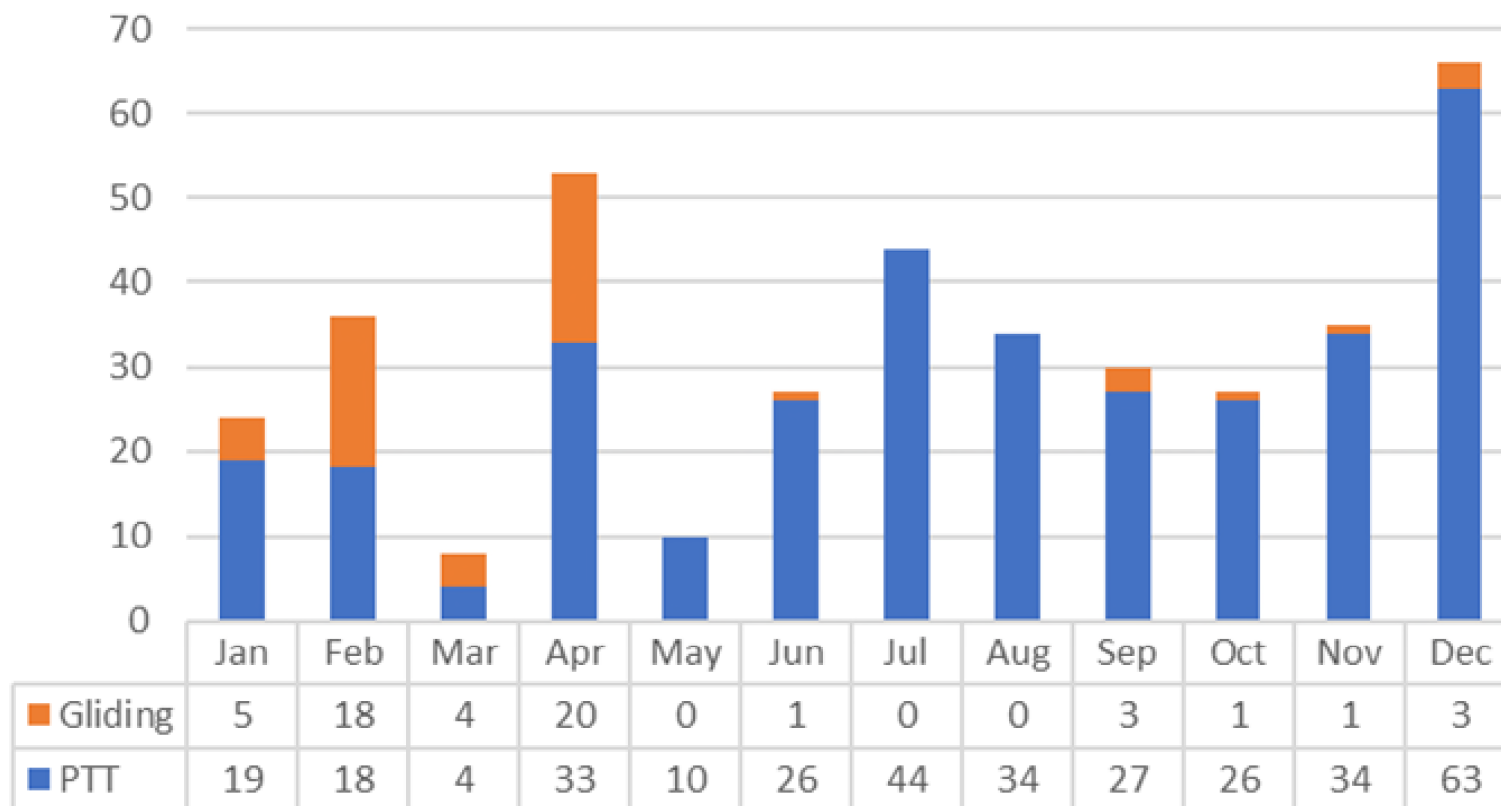
Total qualifications - 5554

# Regional Qualification Breakdown

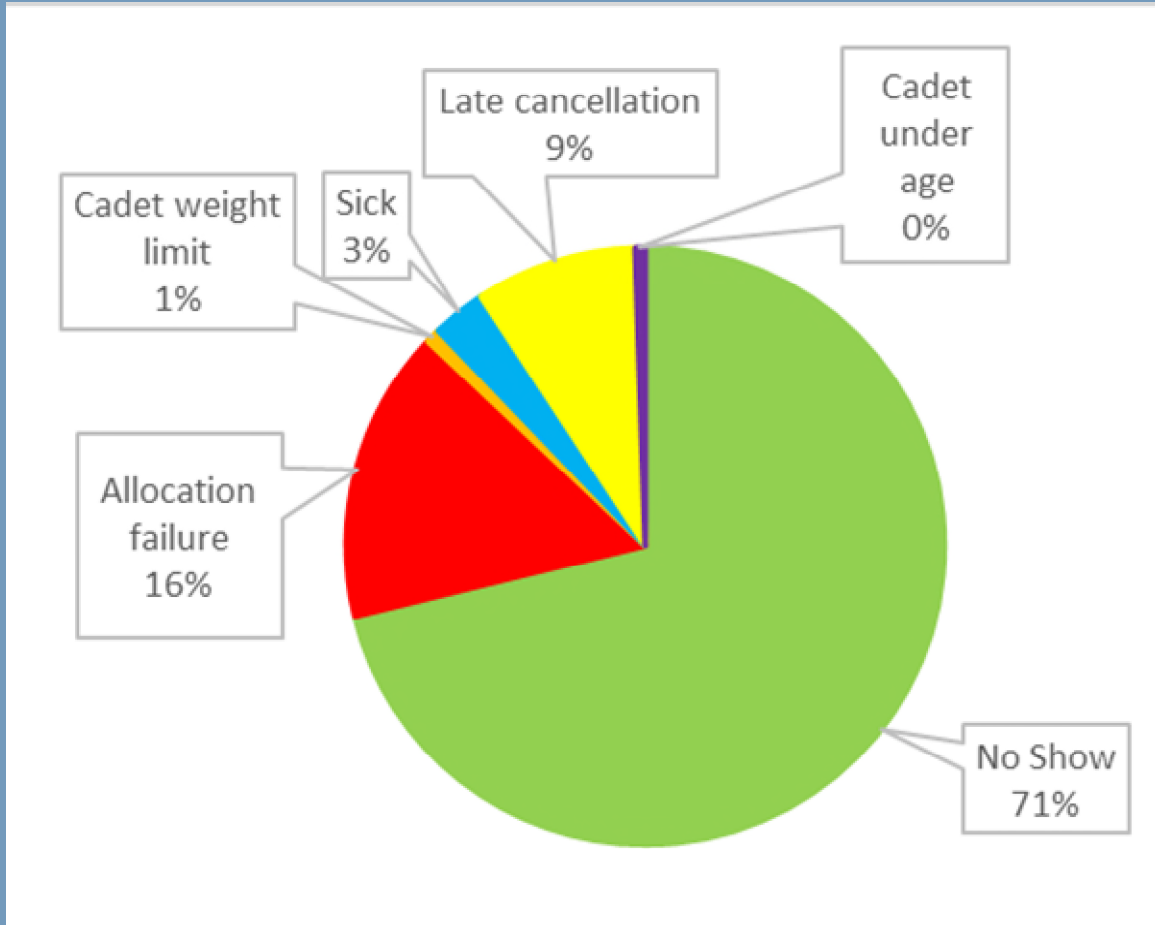


# Opportunities Lost 2018

Lost opportunities 2018



# Reasons for lost opportunities 2018



No Show – 269

Allocation failure – 60

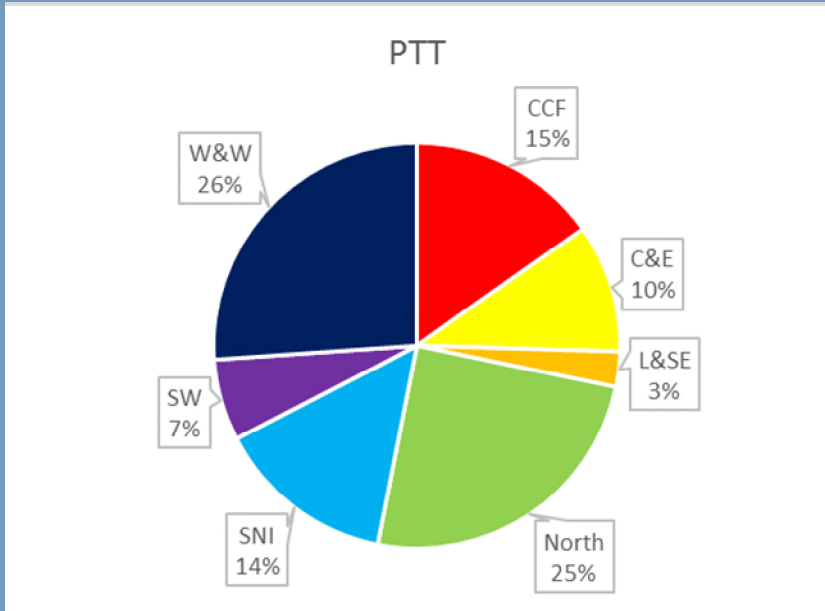
Cadet weight limit – 3

Sick – 11

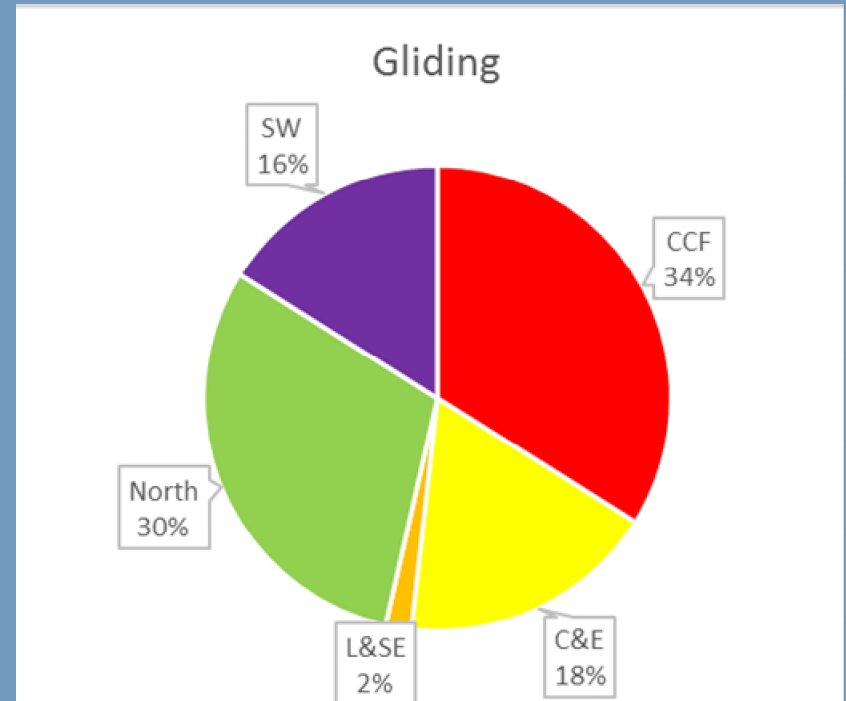
Late cancellation – 33

Cadet under age - 2

# Opportunities Lost 2018



PTT - 322 opportunities lost  
6% of PTT opportunities were lost



Gliding – 56 opportunities lost  
7% of Gliding opportunities were lost

# Basing & Infra



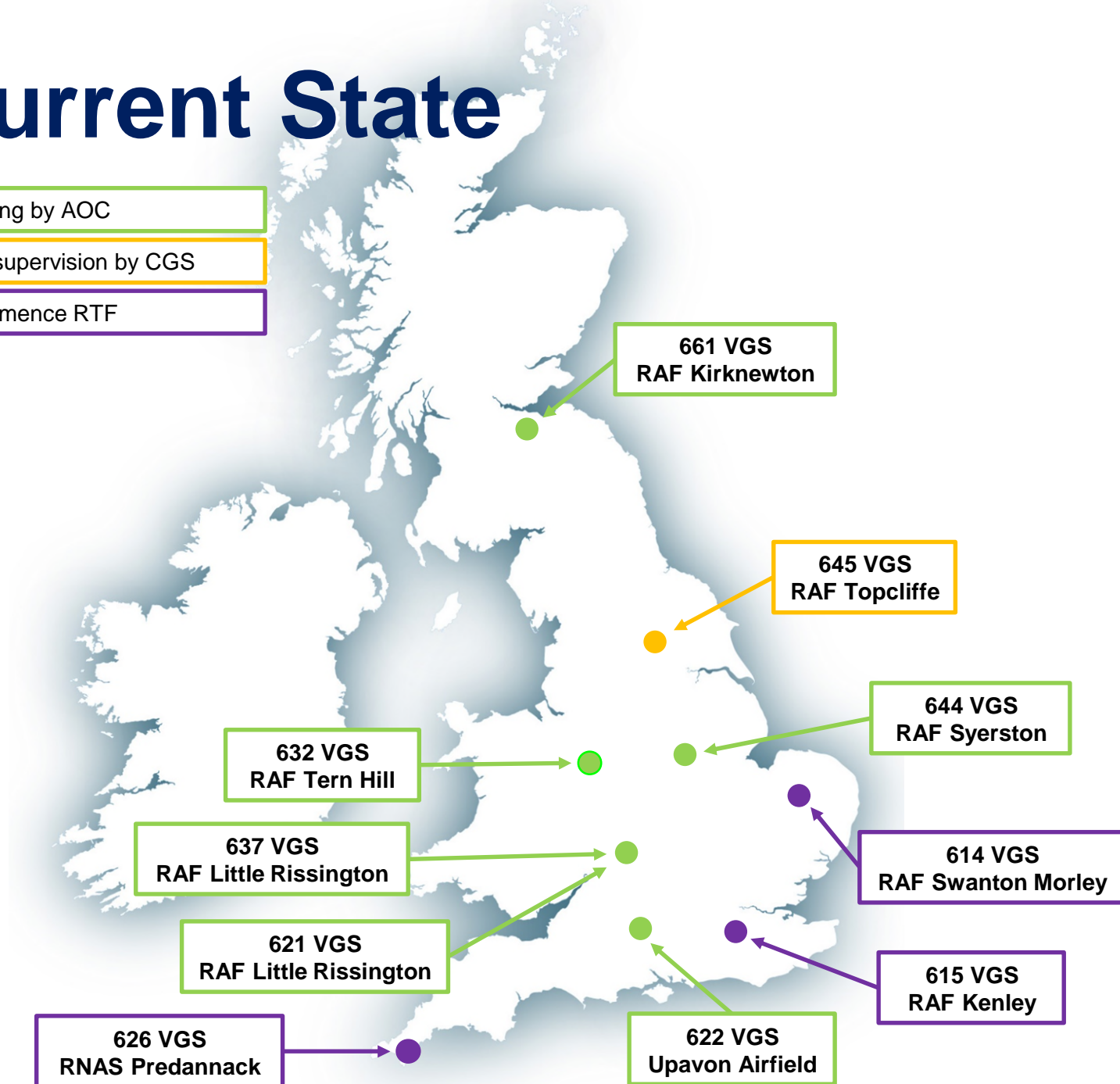
# Basing & Infra

## VGS Basing

- 10 VGS Units on 9 sites across UK.
- 3 left to bring on line.

# RTF Current State

- Cleared for Cadet flying by AOC
- Undergoing Convex supervision by CGS
- Next potential to commence RTF



# Basing & Infra

## VGS Basing

- 10 VGS Units on 9 sites across UK.
- 3 left to bring on line.

## AGS Basing

- 6 AGS Units across UK & NI.
- 2 more scheduled to be brought online subject to Infra via RAFAC Org.
- Spread of PTTs – Where?

# AGS Current State

Current AGS Units

Current Planned AGS Units

664 AGS  
Aldergrove

631 AGS  
RAF Woodvale

633 AGS  
MOD stafford

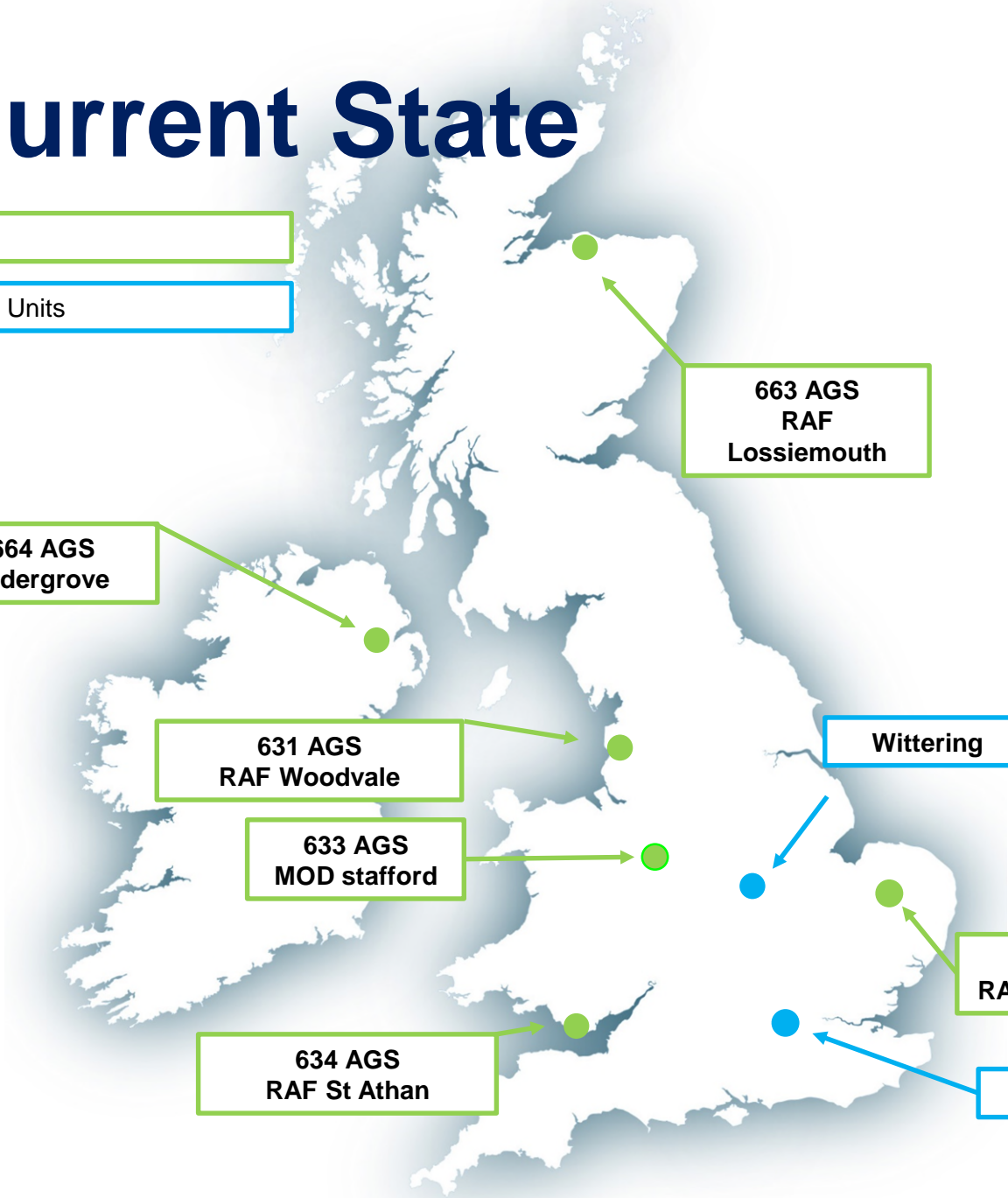
634 AGS  
RAF St Athan

663 AGS  
RAF  
Lossiemouth

Wittering

611 AGS  
RAF Swanton Morley

Notholt



# Infra Current Situation

# Infra Current Situation Page 1

OFFICIAL - SENSITIVE							
2FTS INFRASTRUCTURE REQUIREMENTS: STATUS AS AT JAN 2019						Financial	
VGS	Location	Work Required	SON to Org	Original ISD	Status	Year	
						FY 16/17	
637	L'Riss	Grass & Runway area preparation for Viking Operations inc Grass cutting	16/02/2016	31/03/2017	Complete		
632	Ternhill	Grass area amendments, feather edges preparation for Viking Operations	16/02/2016	31/03/2017	Complete		
615	Kenley	Temp Ops accom / Briefing and Toilets whilst build is in progress RENT	17/02/2016	01/04/2016	Delivered		
615	Kenley	New Ops and Accom Block + feeder - DESIGN & START	27/01/2016	31/03/2017	Planning		
626	Predannack	Temp Office and classroom accommodation for Ops RENT	15/04/2016	31/03/2017	in Progress		
626	Predannack	New Accom Block + Dining - DESIGN & START	28/01/2016	31/03/2017	Siting Board Jan 19		
622	Upavon	MT Garage- DESIGN	04/05/2015	31/08/2018	On Hold By Org		
615	Kenley	New Ops and Accom Block + feeder - BUILD	27/01/2016	31/03/2017	Planning		FY 17/18
626	Predannack	New Accom Block + Dining - BUILD	28/01/2016	01/08/2018	Planning		
622	Upavon	MT Garage - BUILD	04/05/2015	30/03/2018	Stopped by Org		
632	Ternhill	New Overnight Accommodation and Dining Facility - DESIGN & START	26/08/2015	30/09/2018	Not Started		
626	Predannack	MAOS compliant work area within hangar	30/09/2016	31/03/2018	Not Started		
622	Upavon	New MAOS Compliant Hangar - DESIGN & START	04/05/2015	30/09/2018	Stopped by Org		
615	Kenley	MAOS compliant work area within the hangar	30/09/2015	31/03/2018	Not Started		

# Infra Current Situation Page 2

OFFICIAL - SENSITIVE							
2FTS INFRASTRUCTURE REQUIREMENTS: STATUS AS AT JAN 2019						Financial	
VGS	Location	Work Required	SON to Org	Original ISD	Status	Year	
632	Ternhill	New Overnight Accommodation and Dining Facility - BUILD	26/08/2015	30/09/2018	Not Started	FY 18/19	
645	Topcliffe	Grass & Runway area preparation for Viking Operations - when released by Linton		30/09/2019	Not Started		
626	Predannack	New Operations Block - DESIGN & START	26/08/2015	31/03/2019	Design		
626	Predannack	New MT Garage -DESIGN & START	26/08/2015	31/03/2019	Design		
622	Upavon	New MAOS Compliant Hangar- BUILD	04/05/2015	30/09/2018	Stoped by Org		
622	Upavon	New Accom/Ops Block - Design & Start	28/01/2016	30/06/2018	Not Started		
632	Ternhill	New MAOS Compliant Hangar DESIGN & START	06/02/2018	30/06/2018	Not Started		
615	Kenley	Fencing & Peritrack repairs - part of planning	Wg Cdr Ops	31/03/2018	Building		
622	Upavon	New Accom/Ops Block - BUILD	28/01/2016	30/06/2018	Not Started		FY 19/20
626	Predannack	New Operations Block - BUILD	26/08/2015	31/03/2019	Not Started		
632	Ternhill	New MAOS Compliant Hangar - BUILD	06/02/2018	30/06/2018	Not Started		
661	Kirknewton	New MAOS compliant Hangar DESIGN & START		30/06/2019	Not Started		
644	Syerston	Operations Block & MT Office DESIGN & START	26/08/2015	31/03/2020	Not Started		
644/CGS	Syerston	CGS/VGS Accommodation & feeding DESIGN & START		31/03/2021	Not Started		

# Challenges and Successes



# Challenges and Successes

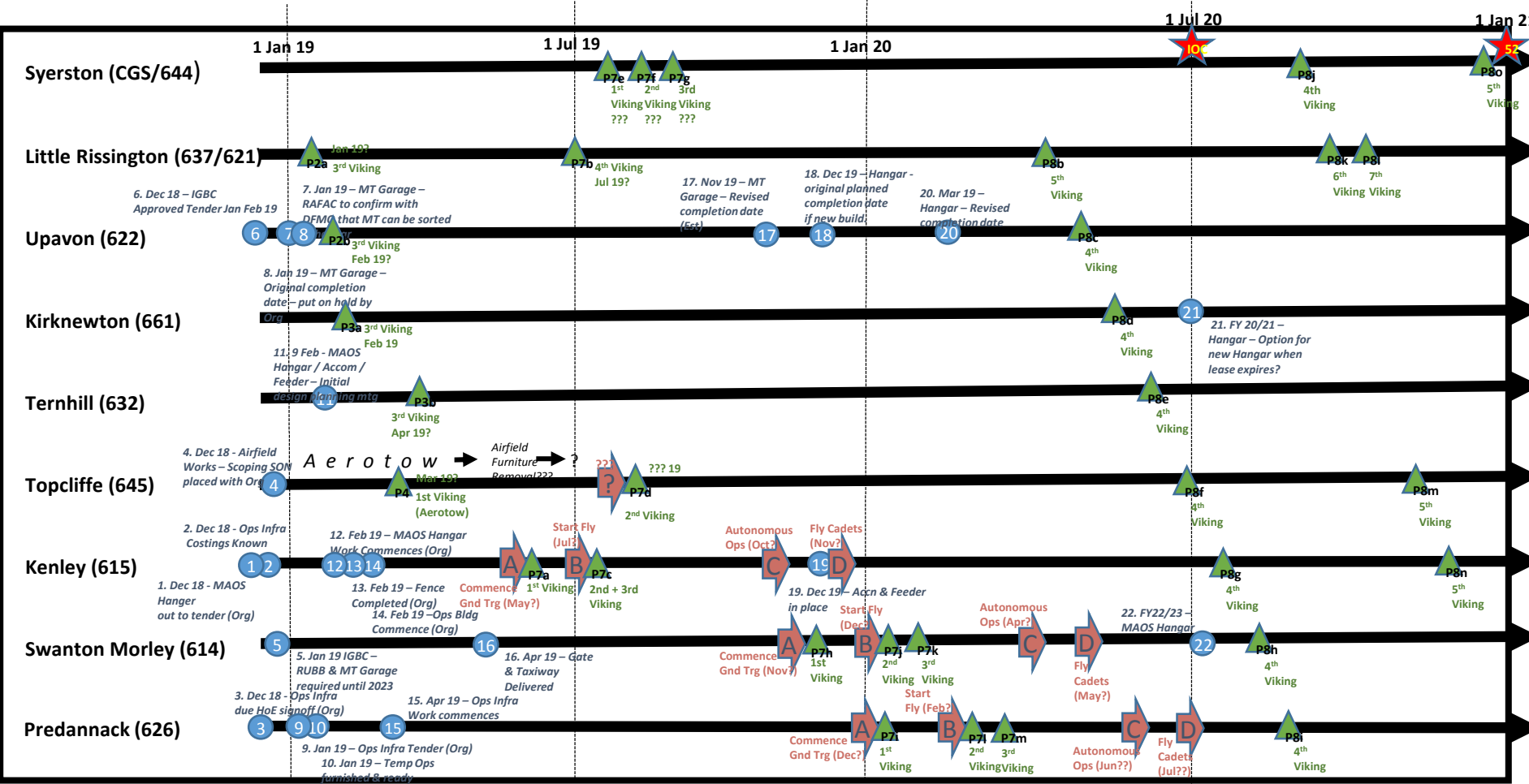
- Third Party Flying
  - DHAN Update
  - Issues and way forward
- Flying in Foreign Aircraft
  - Issues and way forward
- Drone / Unmanned Aircraft Policy (ACTO 75)
  - Issues and Policy

# Forward Planning

- **Section 40** requested a forward plan to define 2FTS Intent.
- This was a major project involving all facets of the FTS to build a picture and to take into account the constraints, opportunities and risks.

# 2 FTS FLEET DELIVERY PLAN

**2 FTS Mission.** Inspiring RAF Air Cadets through Gliding, including progression up to solo standard.



(10 VGS's flying cadets, including progression to solo standard, across 9 locations supported by CGS and a sustainable fleet of at least 3 Vikings per site, including 7 at RAF Syerston and 4 at RAF Little Rissington.

**KEY**

- RTF DPs (Est)
- Admin & Infra Key DPs
- Aircraft Delivery / Priority DPs (Est)
- 52 Viking Footprint

# Risks

- 1. Vikings.** Inability to generate sufficient serviceable gliders to achieve the task (*Significant delays in answering TQs, GRP single point of failure, long servicing schedules*).
- 2. Infrastructure.** Inability to deliver sufficient infrastructure to enable VGS ops (DEOPs Funding, Contractor availability, DEOPs Programme changes, emergent work onsite, planning, RIC objections, cost overruns, potential budget cuts, RAFAC reprioritisation, planning approvals).
- 3. VGS Manning.** Insufficient volunteer staff on VGS (numbers and experience levels).
- 4. Fleet Generation – Forward.** Delays in post recovery acceptance of aircraft into the forward fleet (inability to increase fleet size) due to slow TQ responses
- 5. Fleet Generation - Depth.** Slow TQ responses delaying aircraft in Depth (inability to return aircraft to the forward fleet from scheduled maintenance, therefore reducing forward fleet size).

# Opportunities

1. **Eng.** Recalculation of Viking Life.
2. **Eng.** Reduction in servicing schedules
3. **Manning.** Recruiting Flight Staff Cadets for VGS to increase numbers (*but not experience levels*).
4. **VGS Manning.** Accelerate VGS staff development training through weekday courses at CGS.
5. **VGS Manning.** CGS Staff deliver staff development training to VGS at their locations (*helps address experience levels*).
6. **VGS Manning.** Invite relief instructors from VGS to CGS for Robson Academy courses.
7. **Eng.** Measured approached to extending maintenance (calendar and launches) to bridge the current gap..
8. **Eng.** Re-prioritising activity in acceptance of Vikings to allow temporary increase in forward fleet (*however, knock on affect to scheduled maintenance and reliance on DT to deliver answers to outstanding TQs*).
9. **Eng.** Use of weekend overtime by SERCO to generate acceptance aircraft quicker (*reliance on DT to deliver answers to outstanding TQs*).

# Key Constraints

1. Aircraft availability - DO has limited resource to progress TQ's (*this is the key issue to be addressed if there is to be a significant change in the backlog of outstanding Eng tasks and resultant Fleet Growth*).
2. VGS volunteer availability.
3. 2 FTS manpower and resourcing.
4. Existing Infra.
5. **No endorsed Annual Flying Task (AFT)**

# No Endorsed Annual Flying Task (AFT)

- Current delivery constrained by aircraft numbers. Action being taken to expand on line fleet size and maximise it's use for cadet flying.
- There is a need to gain an understanding of the customer requirements and expectations of what you would like delivered.
- The Cmd Brd is therefore requested to consider this and advise their requirement and seek approval through Chain of Command.

# QUESTIONS





Archived: 05 February 2020 12:19:37

From: Section 40

Sent: Thu, 7 Feb 2019 17:37:33 +0000 Authentication

To: Section 40

Subject: FW: Aerospace meeting - follow up

Sensitivity: Normal

---

Section 40

This is the note from Comdt following the Aerospace meeting that I agreed could be attached to the Avn CEB RoDs.

Section 40

Section 40 | HQ RAF Air Cadets | RAF Cranwell | Sleaford |

Lincolnshire | NG34 8HB |

Section 40

Section 40

Email: Section 40

---

From: McCafferty, Dawn Air Cdre (RAFAC-HQ-Comdt)

Sent: 19 January 2019 16:08

To: Section 40

Cc: Section 40

Subject: Aerospace meeting - follow up

Team, thanks again for giving up precious weekend time to meet this morning to discuss a range of aerospace issues to enable me to better my understanding of where we are and where we want to go in preparation for the new Section 40 arriving in about 6 weeks. It was a very useful session for me and I hope you all felt you had gained or contributed in the way you had hoped.

I did not intend to raise formal RODs from the mtg but think it would be helpful to confirm the follow up actions we agreed - please let me know if I missed anything key or misrepresented ownership, etc.

2FTS - to provide exec overview of the DHAN seeking SDH/ODH authority for outsourcing of cadet aviation to RAFGSA, RAFFCA and RAF Microlite assocs and the broader outsourcing to civilian (BGA) gliding and light ac clubs so that RCs etc can understand where it currently sits, what we seek to achieve, and how you intend to break it down into bite size chunks to see if we can progress the easy wins. Linked to that is the requirement for new Section 40 to review ACTO 35 and reinstate where possible (view was that we should still be able to assure a limited no of civilian providers). Some steer on when we think we might achieve some traction with the reworked DHAN and ACTO 35 would be helpful.

2FTS to continue to staff authority for cadets participating in IACE to be flown in that nation's military ac; Section 40 to feed in final details for nations where we know cadets would ordinarily be flown as part of the IACE programme. High priority in order to enable IACE 19 to proceed in certain nations.

Comdt to seek list of fg scholarship providers via the Air League so we can take a view on how/if those providers are assured and whether to classify such activity as non-RAFAC, albeit happy to promote awareness, etc.

2FTS to consider capacity for an assurance lite-touch visit to S Warwickshire FC (as conducted some years ago but not

repeated) to reconfirm safety of RAFA-provided fg scholarships. Will need to liaise with RAFA to explain why we feel the need to do this.

2FTS to promulgate calling notice for National Aerospace Camp (NAC) 19 and retain ownership of that national camp. [Section 40] to share MT plot (not transit to and from) with [Section 40] to see if we can access more local MT support via Master Driver.

VIP day at NAC to be centred around industry partners, with all cadets at Syerston but more involvement from them and CFAV in showing and telling the visitors what the NAC is all about, plus allowing participants to provide careers info in their domain. Comdt to seek CAS or SLT VIP to attend.

[Section 40] to liaise with 2FTS over future of Linton for QAIC purposes and potential other location (Leeming/Topcliffe) for longer term, stand fast aim to centralise at Syerston once AAA and supporting accom delivered. Kirknewton to be explored as possible QAIC centre for Scot/NI/N cadres?

QAIC agreed as owned by 2FTS albeit focus is on ground trg and theory; viewed as equiv to NAC and natural SQEP lead is 2FTS rather than [Section 40]

[Section 40] to engage support of Comdt over graduation at Cranwell if Engagement Cell fail to deliver. (Can you confirm date?). Understand AOC already pencilled to attend.

[Section 40] to invite RCs to a QAIC trg weekend to gain a better understanding of the intensity and depth of trg being delivered.

Drone policy agreed as a 2FTS lead; 2FTS staff to therefore pick up extant policy for drone use in RAFAC and review in light of emerging policy from MoD on use of drones on MoD sites.

Useful delineation of roles/responsibilities between 2FTS and [Section 40] - former as only aviation SQEP within RAFAC owns the aviation PTS and trg for activities that see cadets or equipment get airborne - drones, remote-controlled ac, rockets, etc, whilst TG staff own the trg for the ground-based theory elements. Space confirmed as a [Section 40] lead, with OU syllabus about to be launched (forgive pun). That said, all agreed these are not hard and fast boundaries but require cooperation etc between 2FTS and [Section 40] where there are areas of common interest and where there is a hand over of responsibility from one to another. Seeking to avoid gaps and/or duplication of effort across the continuum of aerospace activity.

Grant to rework his strategy diagram to reflect the discussions today so it can be staffed for wider endorsement. Needs to reflect CCF and also the higher level responsibility levels - Comdt as TRA for CEB down to [Section 40] or to [Section 40] and his senior aerospace CFAV. Broader than this, Grant to craft an outline Aerospace Strategy to capture the cadet offer in this area, from classification trg in principles of flight, access to AGS, VGS and AEF, the PTS syllabus, QAIC and NAC, confirming boundaries for delivery agents and outlining broader partnership with industry such as ASP partners. No small task but a vital document to underpin the way ahead and ensure all parts of the Org understand where responsibility lies and how lower level activity (Reg Aerospace weekends etc) must align with overarching principles.

Once [Section 40] in post, and after reasonable settling in period, [Section 40] and [Section 40] to meet with him to brief on NAC and broader aerospace activity/plans.

Ditto for [Section 40] given 2FTS lead.

2FTS to seek to communicate the reality of VGS capacity beyond recovery, accepting recovery is not going to be achieved by end Mar, that is just when funds run out. Beyond that, a time line for roll out of remaining ac, stand up of remaining VGS (infra challenges ack) and ways and means of maximising the no of cadet launches that can be delivered. Poss reduction in no of sorties to achieve Blue Wgs and change from launch no to hours flown to reduce SCT bill? Also to look at potential increase in AGSs as these are a block to delivery of Blue/Bronze Wgs as we don't have enough to support AEF provision of the airborne element of the badge - explore possible use of the RACs as already equipped with Flt sims and could be used as AGSs alongside broader cadet trg activity? Needs buy in from RCs who own the RACs and CFAV who run them.

Longer term, 2FTS to look at BC for provision of publicly-funded replacement Flt sims for the AGS/VGS as PTTs already

showing signs of wear and non-public funding going forward to fund a core element of the cadet aviation PTS is seen as inappropriate. Cadet AEF and VGS are publicly funded and the simulation trg that leads to that element of the syllabus should be, too, as is case for Reg RAF aviation trg.

I think that captures most of what we agreed but please come back to me if you disagree. Some of this will be used by [REDACTED] at the Aviation CEB next month to set the context around various agenda items.

Thanks again for your time - I really appreciate it, especially those who did not have the luxury of living near to Cran.  
D

Sent with BlackBerry Work  
([www.blackberry.com](http://www.blackberry.com))

31 Jan 18

Distribution List

<p><b>DHAN Initiator</b></p> <p>Section 40 (Section 40)</p>	<p><b>Duty Holder Facing Stakeholders</b></p> <p>British Gliding Association (BGA)                  HQ RAF Air Cadets (RAFAC)                  RAF Flying Clubs' Association (RAFFCA)                  RAF Gliding &amp; Soaring Association (RAFGSA)                  RAF Microlight Flying Association (RAFMFA)</p>
<p><b>Duty Holder</b></p> <p>Section 40</p>	<p><b>Action Holders</b></p> <p>Section 40 (ACTO 35 Sponsor)                  Section 40 (Section 40)                  Section 40 (Section 40)</p>

**DUTY HOLDER ADVICE NOTE (DHAN) – AIR SAFETY ASSURANCE FOR RAFAC FLYING IN NON-SERVICE AIRCRAFT**

References:

- A. Air Cadet Training Order 35 (ACTO 35).
- B. 22 Gp Air Staff Orders (GASOs), RAF Air Sports Annexes.
- C. Service provider Memorandum of Understandings (MoU).
- D. RA 1240 – Chartering of Civilian Air Systems for Military Purposes.

**Section 1: Air Safety (AS) Issue Exposition**

AS Issue Exposition Lead	Supporting Stakeholders
Section 40	Section 40

1. ACTO 35 details the requirements for the authorisation of flying and gliding of RAF Air Cadets (RAFAC), whilst on duty, in non-Service aircraft. This authorisation is delegated from Comdt RAFAC to Section 40 as the aviation SME and SQEP individual within the RAFAC organisation. Whilst each specific sortie is individually authorised through an extant and robust process, there is no formal mechanism to provide AS assurance assessed against the auditable facets of an AS Management System (ASMS) as detailed within RA 1200. As a result 2 FTS cannot provide assurance that these activities have an appropriate ASMS and are ALARP and Tolerable, to the DH chain.

2. A substantial amount of consultation has taken place with the BGA, RAFFCA and RAFMA, in order to provide the detail for this DHAN proposal.

**Section 2: Hazard Identification (HazID)**

HazID Lead	Supporting Stakeholders
Section 40 (Section 40)	Section 40

3. The hazard in this instance is “Flight of a RAFAC in non-Service aircraft”. Whilst a specific Bowtie doesn’t exist for this hazard, it is envisaged that the Top Event (TE) would be “Unsafe Event in a non-Service aircraft, whilst carrying RAFAC personnel”. Whilst the “right hand” outcomes can be easily identified as items associated with Risk to Life along broader categories,

such as fatalities, major/minor injuries etc, the “left hand“ threats and barriers are more difficult to encapsulate, due to the third party provision of the activity; however, 2 FTS should be a barrier in any of the threat lines due to the fact that **Section 40** is providing the authorisation for the activity.

4. Flights in non-Service aircraft are regulated differently to the military environment. ADDH platforms are regulated in terms of the MAA, and heavily assured by a variety of Orders and AS mechanisms, whereas the majority of the non-Service aircraft being considered for the flight of a RAFAC have been de-regulated by EASA/CAA to enable pilot/owners to maintain their aircraft for recreational purposes. Some of these amateur build aircraft have not been designed and constructed by an appropriately qualified organisation and cannot therefore qualify for the issue of a Certificate of Airworthiness and are governed by CAA Permit to fly regulations. From an airworthiness perspective, the maintenance conducted on these aircraft is therefore mainly uncontrolled and not subject to EASA Part M Sub Part G or EASA Part 145 maintenance control requirements. Certain pre-defined maintenance activity can be conducted by non-certified personnel albeit critical items, as defined in the relevant EASA/CAA regulations which still needs to be conducted by certified engineering personnel. These aircraft are also subject to annual airworthiness reviews or permit renewal inspections.

**Section 3: Risk Assessment**

Risk Assessment Lead	Supporting Stakeholders
<b>Section 40</b>	<b>Section 40</b>

5. **Severity.** Members of the RAFAC are classed as Third Party individual's law direction from 22 Gp, and therefore the worst severity in terms of fatality, from this activity, would be classed as “Catastrophic”<sup>1</sup>.

6. **Likelihood.** Whilst many of the common threats are understood, they have not been formally assessed. Additionally, many of the barriers would have widely different parameters from site to site; it is therefore difficult to apply either qualitative judgements or quantitative assessments. If we were to assume the consequence of a hazard was likely to occur one or more time in 10 years, which isn't unreasonable for non-MOD sites, this would equate to a likelihood of “Remote”<sup>2</sup>.

7. **Hazard Risk Matrix (HRM).** The HRM analysis would therefore result in a “High” risk, with the need to elevate to the ODH.

<b>Frequent</b> Several Times a Year <small>Several Times a Year</small>	M	H	VH	VH
	L	M	H	VH
	L	L	M	H
	L	L	L	M
<b>Occasional</b> One or More Times a Year <small>One or More Times a Year</small>				
<b>Remote</b> Once or More Times a Decade <small>Once or More Times a Decade</small>				
<b>Improbable</b> Unlikely to Occur in 10 Years <small>Unlikely to Occur in 10 Years</small>				
	Minor <small>Reportable Injuries</small>	Major <small>Major Injuries or Multiple Minor</small>	Critical <small>1 or 2 MOD Fatalities or Multiple Major</small>	Catastrophic <small>3 or More MOD Fatalities or 1 Civilian</small>

<sup>1</sup> Three or more fatalities of MOD employees engaged in the activity in question or a single fatality of a member of the public.

<sup>2</sup> Even a consequence of unlikely to occur in 10 years (Improbable) would still result in a HRM analysis of a Medium risk, with the requirement to elevate to the ODH.

8. **ALARP and Tolerability.** It is well known that the AS implications and organisational harm would damage the reputation of the RAF, should a member of the RAFAC be injured. Each site and location is different; therefore, robust assurance programmes will need to be in place in order to provide the statement that the activity at each individual location is demonstrably ALARP and Tolerable. It should be noted however, that each BGA site has been specifically “hand-picked” and recommended by the BGA Safety Management team to undertake this activity, although 2 FTS assurance programmes will provide additional evidence of suitable engineering and operating practices.

#### Section 4: Risk Reduction

Risk Reduction Lead	Supporting Stakeholders
Section 40	Section 40
<b>Action Holders</b>	
2 FTS (through Central Gliding School (CGS)) BGA Central Flying School (CFS) Directorate of RAF Sport (DRS) RAFFCA RAFGSA RAFMFA RAF Safety Centre (RAFSC)	

9. The regulation for Reference D states that civilian Air Systems **shall** only be chartered for military purposes after appropriate safety assurance have been obtained; this also includes the requirement for an appropriate procedure to be in place to ensure the Air System is maintained in a serviceable and airworthy condition. Risk Reduction for this hazard is based on AS and other assurance activity. The prime focus will be to assess performance against an ASMS, so that assurance can be provided that the activity is bounded, governed, and considered ALARP and Tolerable; however, the breadth of the assurance activity is determined by the resource and availability of both CGS, and other assurance agencies, to conduct AS Assurance Visits (ASAV). Any ASAV matrix, such as the example at Annex C, will include the relevant auditable facets of an ASMS, along with the Ref D AMC, which will include an assessment of the engineering and airworthiness procedures. The different organisational groups and possible risk reductions methods are discussed as follows:

- a. **Service affiliated organisations.** The RAFFCA, RAFGSA and RAFMFA are all Service affiliated clubs and organisations. As such they fall under the auspices of the DRS, a 1\* pillar within 22 Gp. Whilst they conduct their own 1<sup>st</sup> party organisation assurance visit, they also receive 2<sup>nd</sup> party assurance visits from DRS and the RAFSC. Although their activity is law Civil Regulations, there is additional oversight from 22 Gp, with appropriate Orders, AMC and Guidance Material contained within Ref B. Additionally, CFS complete audit visits to RAFMFA at RAF Halton, due to the fact they provide flying opportunities to RTS trainees. Further requirements and conditions are articulated in Air Cadet Training Order (ACTO) 35 – Flights in Non Service Aircraft.
- b. **BGA organisations.** BGA activity is more closely aligned with that of 2 FTS; therefore, 2 FTS has a greater understanding of this area and the AS requirements. 2 FTS has held a MoU with the BGA for some time, aimed at improving communication and share safety information and best practice. CGS could complete AS Assurance and Standardisation Visits (ASASV) to BGA sites, aimed along the same process used for VGS ASAV, and therefore assess performance against an ASMS; however, CGS resource is a consideration and, therefore, it should be bounded by a set number of BGA sites,

nominated by the BGA based on their knowledge of the site. Some BGA clubs operate a mixture of modern GRP and “vintage” wood/fabric gliders. It is assessed that there should be no differentiation between the requirements of these different design/construction types, i.e. if the aircraft is serviceable and has all of the required and certified EASA documentation to provide demonstrable assurance of airworthiness, then use of all airworthy aircraft should be permitted; however, GRP gliders tend to be of a higher performance and, whilst not an Air Safety requirement, would provide a better flying experience, hence this type would be preferred. A suggested ASASV matrix is detailed at Annex B.

c. **Civil flying clubs.** 2 FTS is not an SME or SQEP organisation wrt flying, such as either CFS or 6 FTS would be considered. CFS do not have the resource to conduct audit or assurance visits, above that they are already committed to, i.e. the RAFAC Pilot Scholarship Scheme conducted at Tayside Aviation. Civil clubs sit outside of the military environment and regulation; therefore there are no assurance mechanisms that are in place, or could be employed.

### Section 5: Risk Recording and Escalation

10. **Risk Recording.** A BOWTIE for this hazard should be completed to capture initial threats and identify any additional mitigation.

11. **Risk Escalation.** As detailed in Section 3, this hazard is classed as a High Risk, and as such should be elevated to the ODH through this DHAN.

### Section 6: Risk Monitoring and Review

Risk Monitoring Lead	Supporting Stakeholders
Section 40	Section 40

12. Any ASAV should conclude with an ASAV report staffed to Section 40. The ASAV report should be examined in detail by the Section 40, with any emerging risks or trends escalated to Section 40. Risks and trends will be monitored by the ASM and ASRM and fed into BOWTIE review groups iaw current BOWTIE review schedule.

### Section 7: Summary

13. The following table provides a summary of non-Service organisations and recommendations for consideration by the ODH:

Organisation	2 <sup>nd</sup> Party Assurance Conducted By	Assurance Documentation Required	RAFAC Flying Recommended
BGA Clubs	CGS	ACTO 35, MoU, 2 FTS ASASV Report	✓
Civ Flying Clubs	N/A	N/A	X
RAFGSA	DRS, RAFSC	ACTO 35, MoU, 2 <sup>nd</sup> Party ASAV Report	✓
RAFFCA	DRS, RAFSC	ACTO 35, MoU, 2 <sup>nd</sup> Party ASAV Report	✓
RAFMFA	CFS, DRS, RAFSC	ACTO 35, MoU, 2 <sup>nd</sup> Party ASAV Report	✓

14. Even with ASAV and AS assurance activity, the risk will still remain High; however, with ASAV activity in place, assurance to the DH chain that the activity is ALARP and Tolerable will be able to be provided.



Annexes:

- A. MoU between 2FTS and the BGA.
- B. 2 FTS air safety assurance and standardisation to BGA clubs.
- C. BGA ASASV Matrix.
- D. MoU between 2FTS and the RAFFCA.
- E. MoU between 2FTS and the RAFMFA.
- F. Proposed locations of 2FTS assured Service and Non-Service providers.

#### **Section 40** Comments

From an airworthiness perspective most of this activity in the civil domain has been de-regulated to enable pilot/owners to maintain their aircraft for recreational purposes. In terms of airworthiness regulation, the maintenance conducted on these aircraft is therefore largely uncontrolled (e.g. BGA Airworthiness Exposition BGA-EXPO-02, CAA CAP659 (Amateur Build ac), CAP733 (Permit to Fly ac) & CAP1454 (Self-Declared Maintenance Programmes). The 2FTS ASASV of BGA activity is therefore limited to the activities detailed within the 2FTS ASASV matrix at Annex C. This will be conducted by 2FTS aircrew with advice from the 2FTS CAMO as required. As detailed at Para 9, RAFFCA, RAFGSA and RAFMFA are subject to separate assurance activity not covered by 2 FTS ASASVs. I am therefore unable to comment on the level of airworthiness assurance provided for these activities. The ADH chain is invited to determine if this approach is ALARP & Tolerable for Air Cadet flying considering whether or not this type of activity falls within the requirements of RA1240.

**Rank and Name:** Section 40

**Post:** Section 40

**Date:** 13 Mar 18

#### **Section 40** Comments

As the author of the DHAN I have already articulated my reasoning within the paragraphs detailed above. Provided that the activity is bounded and not allowed to “mission creep” into other areas, e.g. instructional sorties at BGA sites, then sufficient assurance can be provided to inform the ADH chain that the activity is ALARP and Tolerable, based against criteria we would place against our own military sites. Section 40 has highlighted that both airworthiness and engineering/maintenance activities are of a concern to him and he has highlighted that maintenance conducted on these aircraft can be uncontrolled; however, that is based on the fact that EASA/CAA have de-regulated several maintenance responsibilities, so that pilots/owners can maintain their aircraft for recreational purposes; i.e. owners can complete certain maintenance and servicing activities on their own privately owned aircraft. Military aircraft are not maintained in this way and therefore naturally have a more restricted maintenance regime; whilst not exactly alike, this can be likened to how a Service or commercial vehicle is maintained vs a privately owned car, i.e. maintained to a higher standard. Furthermore, privately owned aircraft would not be used in this case and it is only club/organisation owned aircraft which would be used, and insisted on, for these activities. The requirement to ensure that all EASA documentation is in place is captured as one of the auditable facets of assurance, as detailed in Annex B & C, and will ensure that no maintenance work is carried out by pilots/owners, but is completed iaw EASA Part M Sub Part G or EASA Part 145 regulations. This should alleviate any concerns over the airworthiness state of these aircraft.

It should be noted that whilst 2PA for RAFFCA, RAFGSA and RAFMFA is conducted by RAFSC, any assurance reports are staffed through DRS and 22 Gp. Furthermore,

management of safety in sports in the RAF is detailed within AP8000 Lflt 8012, with safety assurance and performance reporting for sports associations detailed in Annex J to Lflt 822, which highlights the 1<sup>st</sup> and 2<sup>nd</sup> party assurance activities already in place.

**Rank and Name:** Section 40

**Post:** Section 40

**Date:** 17 Jul 18

**Section 40 Comments**

This DHAN is outlining the assurance regime for flights in non-Service ac by RAF Air Cadets. This is in support of the new cadet aviation offer sent to Minister 6 weeks ago. It provides an assurance regime for air experience flying only. No flying instruction will be undertaken by cadets in non-Service ac. The assurance regime has been agreed by all clubs that are shown on the attached map at Annex F.

**Rank and Name:** Section 40

**Post:** Section 40

**Date:** 21 Mar 18

RtL managed at DDH level, no further comment required:

**No**

RtL managed at DDH level, further comment requested from ODH chain:

**No**

RtL elevated to ODH:

**Yes**

**Section 40 Comments**

This DHAN contains a comprehensive analysis of the hazards associated with permitting RAF Air Cadet experience flying to take place in civil registered aircraft. I concur with the assessment that flights in civil flying clubs should not be considered due to the inability of 22 Gp to assure the activity. Further, I note the assurance of RAFFCA, RAFGSA and RAFMFA conducted by the Service and agree that this shows a suitable level of due diligence, as does the proposed assurance of BGA sites, which also seems appropriate. It does beg the question as to whether, given the benefit received by the Service, this activity should be conducted in Military registered aircraft but that is a matter of taste rather than safety.

**Rank and Name:** Section 40

**Post:** Section 40

**Date:** 5 Sep 18

**Section 40 Comments**

As Air Cadet flying activity will only take place at BGA Clubs or RAF Association (RAFFCA/RAFGSA/RAFMFA) sites, I assess the level of oversight of airworthiness and engineering activities which can be achieved by 2 FTS and 22 Gp HQ DFT to be acceptable. My team has been fully engaged with 2 FTS and the Glider TAA (who is also a BGA Inspector) on this subject, leading to an expansion of the engineering assurance requirements detailed in Annex C for flying in BGA aircraft. This work included a visit to an RAFGSA site operating under BGA processes to review a representative sample of management processes and records, which validated the list at Annex C. 22 Gp HQ DFT also attended a BGA Quality Inspection (including Part M and Aircraft Continuing Airworthiness Monitoring) of Bannerdown Gliding Club on 9 Nov 18 which was seen to be a thorough and comprehensive inspection to very high standards, supporting the case that BGA standards are

sufficiently robust to ensure an effective application of the mandated regulation and standards. An initial review of BGA Clubs will be conducted before any RAFAC flying commences, and subsequently we will accompany BGA/CAA inspectors to share oversight activity and limit the overheads on clubs. BGA Clubs remain obliged to meet EASA airworthiness requirements under their Part M approval, and the level of scrutiny thus achieved by 2 FTS provides an acceptable level of assurance that the clubs we will use meet the requisite standard.

I recommend to the **Section 40** that the RtL associated with Air Cadet flying in non-Service aircraft at BGA and RAF Association sites is ALARP and, dependent on the wider imperative to provide flying opportunities, is therefore Tolerable.

**Rank and Name:** **Section 40**

**Post:** **Section 40**

**Date:** 12 Nov 2018

#### **Section 40** Comments

Comments and recommendation from the **Section 40**.

**Rank and Name:**

**Post:**

**Date:**

#### **Section 40** Comments

Comments, recommendation and articulation of risk from the **Section 40**.

**Rank and Name:**

**Post:**

**Date:**

#### **Section 40** – Comments

Comments, recommendation and articulation of risk from the **Section 40**.

**Rank and Name:**

**Post:**

**Date:**

Section 40

Royal Air Force Syerston  
NEWARK  
NG23 5NN

Military network: Section 40  
Telephone: Section 40  
Facsimile: Section 40  
Email: Section 40

Our reference: 2FTS/C02

31 Jan 18

## MEMORANDUM OF UNDERSTANDING BETWEEN 2 FLYING TRAINING SCHOOL AND THE BRITISH GLIDING ASSOCIATION

1. **Introduction.** 2 Flying Training School (2 FTS) and the British Gliding Association (BGA) both operate gliders, motor gliders and aerotow aircraft, albeit it to Military and Civil regulations respectively; however, there are numerous commonalities between organisations, and the sharing of information, especially safety related, can be beneficial to both organisations. This Memorandum of Understanding (MoU) sets out how 2 FTS and the BGA will establish and maintain a formal partnership as Military and Civil stakeholders in gliding.
2. **2 FTS.** 2 FTS will:
  - a. Actively promote the relationship between the 2 FTS and the BGA.
  - b. Appoint Section 40.
  - c. Actively explore opportunities that are mutually compatible with RAF and BGA strategies, including providing access to information relating to developments in 2 FTS glider pilot training.
  - d. Assist the development of gliding knowledge within the BGA.
  - e. Actively encourage its Volunteer Gliding Squadrons (VGS) to engage with BGA initiatives that aim to develop and maintain RAF Air Cadet (RAFAC) personnel participation in gliding.
  - f. Promote and publicise opportunities for young people at BGA clubs.
  - g. Share technical and safety information between the Section 40 and BGA Safety Committee in order to overlap Safety Management Systems.
  - h. Provide Military Safety Management assurance for RAFAC flying at BGA participating clubs, and highlight safety observations to the BGA Chief Executive.



- i. Meet periodically with the BGA to review joint work, the MoU and make amendments where necessary.
3. **BGA.** The BGA will:
- a. Actively promote the relationship between the BGA and 2 FTS.
  - b. Appoint a BGA official to liaise with 2 FTS as a point of contact and subject matter expert.
  - c. Actively explore opportunities that are mutually compatible with BGA member clubs and 2 FTS, including those relating to operating from BGA sites.
  - d. Encourage BGA member clubs to engage with 2 FTS VGS with the aim of developing active participation in civilian gliding.
  - e. Provide BGA member clubs with guidance on converting 2 FTS and RAFAC Pilots to civilian gliding.
  - f. Assist the development of qualification by 2 FTS and RAFAC Pilots, including the BGA Bronze Badge standard.
  - g. Assist the development of gliding knowledge within 2 FTS.
  - h. Promote and publicise 2 FTS opportunities for young people.
  - i. Share technical and safety information between the BGA Safety Member and Section 40 [REDACTED].
  - j. Promote the requirements of Air Cadet Training Objective 35 (ACTO 35) to participating BGA clubs.
  - k. Highlight any safety concerns or observations of ACTO 35 flying to 2 FTS.
  - l. Distribute the content of the 2 FTS Air Safety Assurance & Standardisation Visit (ASASV), agreed by both 2 FTS and the BGA for operations at participating clubs, detailed at Annex B.
  - m. Meet periodically with 2 FTS to review joint work, the MoU and make amendments where necessary.

Section 40 [REDACTED]

[REDACTED]

## 2 FTS AIR SAFETY ASSURANCE AND STANDARDISATION VISITS TO BGA CLUBS

1. The 2 FTS Air Safety Management System (ASMS) requires **Section 40**, as the **Section 40** to provide assurance of RAF Air Cadets (RAFAC) flying in non-Service aircraft, completed under the auspices of Air Cadet Training Order 35 (ACTO 35), to the **Section 40**. This process is required to provide assurance that all Risk to Life (RtL) are appropriately mitigated to ensure they remain As Low As Reasonably Practicable (ALARP) and Tolerable.

2. In order to achieve this, 2 FTS will conduct Air Safety Assurance & Standardisation Visits (ASASV) annually to each participating BGA club. ASASV will comprise of a desktop review and experience flight to provide assurance against the following facets of an ASMS and a flying experience:

a. **Safety policy and objectives:**

- (1) Club committee leadership commitment, accountabilities and responsibilities.
- (2) Club Air Safety culture.
- (3) Air Safety priority and objectives.
- (4) Club organisation, key safety personnel and competencies.
- (5) Defined interfaces with adjacent SMS.
- (6) Emergency and major accident response planning.
- (7) ASMS documentation.

b. **Safety risk management:**

- (1) Incident reporting and investigation through the BGA/CAA system.
- (2) Hazard identification.
- (3) Safety risk assessment and mitigation.

c. **Safety assurance:**

- (1) Safety performance measurement and compliance monitoring.
- (2) Management of change.
- (3) Continuous improvement of the club ASMS.
- (4) Retention, evaluation and feedback of information.

d. **Safety promotion:**

- (1) Training and education.
- (2) Safety communication.

e. **Flying experience:**

- (1) Launch point supervision.
- (2) Aircraft ground handling.
- (3) Passenger flight to experience RAFAC package.

f. **Engineering:**

- (1) EASA airworthiness requirements.
- (2) EASA documentation.
- (3) Traffic avoidance equipment.
- (4) Airworthiness feedback.

**BGA ASASV MATRIX**

1. The **Section 40** requires **Section 40**, as the **Section 40** to provide assurance of RAF Air Cadets (RAFAC) flying in non-Service aircraft, completed under the auspices of Air Cadet Training Order 35 (ACTO 35), to the **Section 40**. This process is required to provide assurance that all Risk to Life (RtL) are appropriately mitigated to ensure they remain As Low As Reasonably Practicable (ALARP) and Tolerable.

2. In order to achieve this, 2 FTS will conduct Air Safety Assurance & Standardisation Visits (ASASV) annually to each participating BGA club. ASASV will comprise of a desktop review and experience flight to provide assurance against the following facets of an ASMS and a flying experience:

ASMS Assurance Facet	Typical Assurance Examples/Evidence
<b>Safety policy and objectives:</b>	
Club committee leadership commitment, accountabilities and responsibilities.	How does the club manage its relationship between key posts and members? How does the leadership team commit to Air Safety?
Club Air Safety culture.	What do the club members understand by the term Air Safety? What is the Air Safety Culture like? Does a representative attend the Stn Flight Safety Committee meetings?
Air Safety priority and objectives.	What are the clubs Air Safety priorities? Does the club have an ASMP?
Club organisation, key safety personnel and competencies.	Does the club have a management and safety committee, with key posts such as Chairman, CFI and Safety Officer?
Defined interfaces with adjacent SMS	How does the club fit into the Stn SMS, DAM, Flying Orders?
Emergency and major accident response planning.	Does a crash plan exist and what is the emergency response; especially when the Stn might be closed at weekends?
ASMS documentation.	Does the club have an ASMP? Does the club have other assurance documents, i.e. BGA Safety Review?
<b>Safety risk management:</b>	
Incident reporting and investigation.	How are incidents reported, and how do the club also make the Stn and 2 FTS aware?
Hazard identification.	What processes are in place to identify new and emerging trends and hazards?
Safety risk assessment and mitigation.	How does the club mitigate any risks and new hazards?
<b>Safety assurance:</b>	
Safety performance measurement and compliance monitoring.	How does the club monitor safety performance?
Management of change.	How does the club introduce new change?
Continuous improvement of the club ASMS.	How is the ASMS feedback implemented/improved?
Retention, evaluation and feedback of information.	How does the club receive and handle feedback back into CI loop?



<b>Safety promotion:</b>	
Training and education.	What Air Safety training is in place; i.e. Human Factors, Flight Safety etc.
Safety communication.	How is safety information communicated between club members? Does the club have a Flight Safety notice board?
<b>Flying:</b>	
Launch point supervision.	How does the club manage and supervise the launch point?
Aircraft ground handling.	How are the aircraft handled and manoeuvred on the ground?
Flying techniques and ability.	What flying package is delivered to a visiting member of the RAFAC?
<b>Engineering:</b>	
Aircraft classification and regulatory structure.	Confirm aircraft are operated under EASA (not Annex II) regulations. Does the club conform to BGA CAMO procedures?
Exposition.	Does the club ensure it conforms to the procedures described in the BGA Airworthiness Exposition?
Aircraft Maintenance Programme.	Does each aircraft have a current customised maintenance programme based on the BGA Generic Maintenance Programme? Does the club maintain records of Form BGA 267 Glider Maintenance Programme Report?
EASA airworthiness requirements.	Does each aircraft have a valid ARC, supported by a BGA Form 276? How does the club manage awareness and satisfaction of all relevant Mandatory Instructions (MIs), Airworthiness Directives and Service Bulletins?
EASA documentation.	Does each aircraft possess? <ul style="list-style-type: none"> <li>• Certificate of Airworthiness.</li> <li>• Certificate of Registration.</li> <li>• Certificate of Insurance.</li> </ul>
Traffic avoidance equipment.	Are the aircraft FLARM equipped?
Feedback.	How does the club advise 2 FTS of any EASA audit activity and findings, MORs and any changes to airworthiness or safety concerns? Has the club received any actions from a previous BGA Quality audit, and if so what was the response?



**MEMORANDUM OF UNDERSTANDING - BETWEEN THE RAF FLYING CLUBS ASSOCIATION (RAFFCA) AND HQ 2 FLYING TRAINING SCHOOL (HQ 2FTS) TO DELIVER AIR EXPERIENCE FLIGHTS FOR AIR CADETS**

**RAFFCA APPROVED CADET FLYING SCHOOLS**

This Annex to DHAN 178 details the agreement between HQ RAF Air Cadets (HQ RAFAC), HQ 2FTS and the RAFFCA to form Approved Cadet Flying Schools (ACFS). Any deviation from the detail contained within **shall** be agreed by both HQ 2FTS and the RAFFCA Execs.

All Air Cadet flying activity in non-Service aircraft **shall** be approved by HQ 2FTS. RAFFCA Clubs that conduct Air Cadet Introductory Flights or Air Experience Flights **shall** be a nominated ACFS. This approval **shall** meet the following minimum criteria:

- a. Be either an EASA Approved Trg Organisation (ATO), Declared Trg Organisation (DTO) or a CAA Registered Trg Facility (RTF).
- b. Be sponsored for HQ 2FTS ACFS consideration by the RAFFCA Execs.
- c. Be subject to the on going RAFFCA Assurance Visit Programme.
- d. Be compliant with the requirements of the RAFFCA Approved Cadet Flying Site Document and ACTO 35.

**PILOT QUALIFICATIONS – RAFFCA**

To ensure parity with military pilot age considerations, the maximum age of RAFFCA pilots to fly cadets **shall** less than 65 and the minimum age 21 years. Minimum pilot qualifications required for consideration to provide flights in RAFFCA aircraft **shall** be:

- a. RAFFCA Air Cadet Introductory Flights:
  1. NPPL.
  2. LAPL(A)
  3. EASA PPL(A)
- b. The LAPL medical certificate shall be the minimum standard for Introductory Flights.

**PILOT EXPERIENCE – RAFFCA**

All pilots shall be approved by the Chief Flying Instructor (CFI)/Head of Training (HoT) with a record kept of their trg. The minimum experience required for pilots providing flights in an ACFS **shall** be:

- a. RAFFCA Air Cadet Introductory Flights:
  1. RAFFCA Silver Wings<sup>3</sup> minimum or under ACTO35 250hrs total time.
  2. 10 Hrs total on Type.
  3. 1hr PIC including 3 take offs and landings in the last 31 days on SEP aircraft.

**APPROVED AIRCRAFT**

---

<sup>3</sup> RAFFCA Silver Wings: 200hrs Total, 100hrs PIC, XC flight of >300nm with 2 intermediate landings (aligns to CPL requirements).

All RAFFCA aircraft from a recognised aircraft manufacturer and maintained to EASA /CAA CofA requirements, and holding a current Airworthiness Review Certificate, may be utilised to fly cadets.

Aircraft subject to alternative maintenance regimes **should** only be used with the specific approval of 2 FTS. Modern LAA self-constructed aircraft may be approved for cadet flying if a suitable safety case is presented and approved by HQ 2FTS. Pilot maintenance iaw EASA PART-145 or LAA Technical Leaflet 2.05 **shall not** be used and only maintenance by Licenced Aircraft Engineers or LAA Inspectors **shall** be used prior to flying ACFS sorties within the normal maintenance schedule intervals.

LAA aircraft **shall not** operate under the EASA Introductory Flight scheme and they will be deemed to be cost-sharing iaw CAA regulations where the pilot **shall** make some contribution to the direct cost of the flight. With that in mind, the pilot of a LAA aircraft shall receive payment for fuel only and not for any other valuable consideration they incur – those costs incurred will be deemed to be the pilot’s contribution to the flight.

### **VISUAL FLIGHT RULES AND WEATHER LIMITS**

Visual Flight Rules (VFR) are to apply to all cadet flying activity in non-service aircraft with a minimum of **5km visibility, clear of cloud and below 140kts** in Class G airspace. The **maximum surface wind allowable is 25kts** and aircraft shall be flown to the extant Aircraft Flight Manual or Pilot’s Operating Handbook (**Demonstrated crosswind component is considered limiting**).

### **INTRODUCTORY FLIGHT SORTIE PROFILE LIMITATIONS**

The sortie **shall** comply with the following limitations:

- a. Sorties **shall** start and end **at the same aerodrome** or operating site.
- b. **Maximum 3 passengers** iaw the aircraft weight schedule.
- c. Planned flight time **shall** be **30 minutes** maximum.
- d. Be operated under **VFR by day only** (SR-15 to SS+15), however, allowance **shall** be made for diversion time plus one missed approach to nominate last flight time.
- e. Be overseen by a nominated **ACFS Flying Supervisor** responsible for safe supervision.
- f. If an effective Traffic Information Service cannot be achieved in the local area then an Electronic Conspicuity alerting device such as FLARM, TCAS or Pilot Aware **shall** be used.
- g. **Two-way RT** contact **shall** be maintained with a suitable ATC/AFIS/AGRS throughout.
- h. **Cadets may not speak on the aircraft radio.**
- i. **PFLs, EFATOs, stalling, aerobatics or spinning shall not** be conducted on Introductory Flts.
- j. **Performance** safety factors **shall** be calculated iaw CAA guidance.
- k. All aircraft harnesses used by Cadets **shall** be a **minimum of 3-point**.
- l. Except for take off or landing the aircraft **shall remain at or above 1,000ft AGL.**
- k. Introductory Flight **Cadets shall not solely operate the controls** of the aircraft, but may be invited to ‘follow through’ on the controls, i.e. feeling the movement but not impeding the pilots control inputs. They may also be allowed to manipulate the controls of the aircraft as long as the Introductory Flight Pilot ‘follows through’ on all control inputs. This activity **shall** only occur at or above 1,000ft AGL.
- l. ACFSs are reminded that under EASA that Introductory Flights **shall** be a **marginal activity**.
- m. The ACFS Minimum Equipment List (MEL) **shall** be used to determine “go/no-go” items as shown at Appendix 2.

### **AIR CADET FITNESS TO FLY**

The Wing Aviation Officer (WAvnO) is responsible for ensuring that all Cadets have a completed RAFAC Av Med Form 1 showing their fitness to fly for opportunities involving the RAFFCA. This form is valid for 3 months and the WAvnO shall indicate via email, letter or text to the operator that all Cadets detailed are

fit to fly. If there is doubt on the Cadet's fitness to fly then the ACFS Supervisor is to be consulted prior to flying taking place.

### DISCLOSURE AND BARRING SERVICE (DBS) CLEARANCE

The following **shall** apply to ACFS accredited flights:

- a. In accordance with Chapter 8 of Air Cadet Publication (ACP) 4 – Safeguarding and Protecting Children, pilots offering one-off flights to cadets **shall not** require DBS clearance.
- b. Pilots who are in regular contact RAFAC cadets by providing either regular flights or opportunities that involve multiple flights with cadets (more than once every 6 months) **shall** be DBS cleared (or equivalent in Scotland). DBS cleared Cadet Staff **shall** accompany the Cadets during the Cadets' time at the RAFFCA facility.
- c. 2FTS provides scrutiny of the operational risks of the RAFAC flying activity. Cadet safeguarding issues **shall** the responsibility of the CFAV Project Officer (PO) or their nominated staff organising the RAFFCA flying activities; in accordance with ACP 4.
- d. RAFFCA Pilots **shall** read and sign for the RAFFCA Air Cadet Safeguarding Guidance Booklet before they fly with RAFAC Cadets.

### SUITABLY QUALIFIED AND EXPERIENCED PERSONS (SQEP)

The following 2FTS individuals are authorised to endorse ACFS organisations that are presented by the RAFFCA Execs for consideration:

- a. **Section 40**.

The following at ACFS are authorised to appoint Cadet Introductory Flt Pilots, Instructors and Flying Supervisors:

- a. **Section 40** of the RAFFCA ACFS organisation.
- b. **Section 40** of the RAFFCA ACFS organisation.

Records of all trg, experience and currency **shall** be kept at the individual RAFFCA ACFS and kept on file recorded on the form at Appendix 1.

### INVOICING FOR FLYING

The ACFS will be attached to local RAFAC Wings / CCF (RAF) Test Areas by their ATC Regional HQs / CCF (RAF). Invoicing for Introductory Flts **shall** be direct to the appropriate Wg/Reg/CCF (RAF) area for payment. All issues **should** be directed to the **Section 40** of the RAFAC Wg in question in the first instance. Only in the last resort should HQ 2FTS be contacted.

### AUTHENTICATION

**Section 40**  
[Redacted Signature]

[Redacted Signature]

Date:

Date:

Appendices:

1. ACFS Pilot Trg Record.
2. ACFS Minimum Equipment List (MEL).
3. Example RAFAC Av Med Form 1.
4. ACFS Example Briefing Slide Pack.
5. ACFS Approved Clubs and Air Cadet Regions.



AIR CADET FLYING SCHOOL  
PILOT TRAINING RECORD



Pilot Name			
Licence Type and CAA Number			
SEP Rating Expiry		Medical Type	
Other Ratings Held		Medical Expiry Date	

**ACFS Standardisation Sortie Content**

- Carry out simulated pre-flight safety brief to cadet passengers
- SUTTO observing all normal procedures and local orders
- Selection of a suitable operating area with regard to weather, traffic hotspots and airspace
- Use of a suitable ATC Service if appropriate
- Demonstration of aircraft instruments and flying controls
- Actions and passenger handling in the event of a system failure or unwell passenger
- **PILOT SKILLS CHECK:** Demonstrate 1 x fully developed stall and SSR and 1 x approach to the stall (config as determined by checking officer) and SSR
- **PILOT SKILLS CHECK:** Demonstrate a safe Practice Forced Landing to 500' MSD
- Recovery to airfield with due regard to traffic hotspots and airspace
- Stable approach and landing within a designated touchdown area
- **PILOT SKILLS CHECK:** Demonstrate a safe touch and go, go-around, practice EFATO.

**Pilot Declaration**

*I have read and understood ACTO35 RAFFCA ACFS Introductory Flights and the RAFFCA ACFS Safeguarding guide. I have completed an ACFS cadet sortie standardisation flight and understand the currency, aircraft serviceability and weather requirements for performing ACFS flights. I will not fly if I have any doubts over my fitness to fly or the ability to safely conduct the sortie.*

Pilot Name		Signature & Date	
------------	--	------------------	--

**Checking Officer Declaration**

*I have carried out a successful ACFS sortie standardisation with the named pilot and have reviewed his licence and medical to ensure he/she meets the experience and age requirements. The pilot is not subject to any disciplinary or flying supervision concerns at this club. **The pilot is cleared for ACFS sorties for 1 year from this date.***

Date of Standardisation Sortie		Aircraft Type and Registration	
FI Name & Position		Signature & Date	

**APPENDIX 2 TO ANNEX D  
TO ACTO 35  
DATED 30NOV17**

**RAFFCA ACFS MINIMUM EQUIPMENT LIST (MEL)**

Aircraft are to meet the minimum airworthiness requirements at all times and all equipment required by European and national legislation, appropriate to the type of flight intended, is to be fitted and working.

**Aircraft without an established MEL**

For ACFS flying in aircraft that do not have a minimum equipment list established under the Air Operations Regulation, the component or system listed in column 1 of the following tables may be inoperative prior to the flight commencing if authorised in column 2, which may also be subject to the remarks in column 3.

Component / System	Permitted unserviceable for ACFS sorties?	Remarks
Cockpit or cabin lights	YES	All ACFS to be Day VMC
Landing light/Taxi light	YES	ACFS Supervisor to assess impact on air-to-air conspicuity
Navigation (Position) lights	YES	All ACFS to be Day VMC
OAT gauge	YES	Flight to remain clear of known icing conditions
Pitot heater	YES	Flight to remain clear of known icing conditions
Cabin heating	YES	ACFS Supervisor to assess impact on cadet in-flight comfort
Airspeed indicator	NO	
Altimeter	YES – see remarks	One must be serviceable. One may be unserviceable if two are fitted, subject to legal requirement for the flight
Entry / Exit Doors	NO	
Seating mechanisms / safety belts	NO	Belts used by Cadets <u>must</u> be 3 point or more
VSI	NO	
Attitude indicator	NO	
Turn co-ordinator	NO	
Directional gyro	NO	
Engine Instrumentation	NO	
Electrical System Instrumentation	YES – see remarks	An unserviceable ammeter may be permitted if an associated electrical system warning caption is operational
VHF comms	NO	At least one VHF radio must be serviceable for two way communications to be maintained
Intercom	NO	
Radionavids/GPS	YES	ACFS Supervisor to assess impact on overall navigation capability for intended sortie
Transponder	NO	
Fuel contents gauge(s)	NO	

**Deferred Defects**

The following text reflects the content of the CAA’s Airworthiness Communication (AIRCOM) 2010/12 ‘The Management and Recording of Aircraft Defects’ (available on the CAA website) and is compliant with the provisions of EASA Part M.

Any defect or suspected defect should be reported and the ACFS Supervisor is to ensure the aircraft is not flown again until the defect or suspected defect has been dealt with appropriately.

Aircraft defects are considered to be failure or malfunction of, or damage to, an aircraft's structure, systems and associated equipment that may affect its airworthiness. Any aircraft defect that seriously hazards flight safety is to be rectified before the aircraft's next flight. The decision as to whether a defect seriously hazards flight safety may be taken only by authorised certifying staff as defined in EASA Part M.

Operational defects are considered to be failure or malfunction of aircraft instruments, equipment or systems not required to comply with Schedule 4 and 5 of the Air Navigation Order 2009, as amended. Rectification of operational defects may be deferred by operating staff.

Rectification of any aircraft or operational defect that does not seriously hazard flight safety may be deferred but it must be rectified as soon as practicable after it is reported and within any time limits specified in the applicable maintenance data. Any defect not rectified before flight is to be recorded on the Deferred Defect Record.

Deferred defects and the action taken to correct them must also be recorded in the relevant aircraft logbooks and/or Tech Log.



**APPENDIX 3 TO ANNEX D  
TO DHAN 178  
DATED 30NOV17**

**EXAMPLE RAFAC Av Med Form 1 – Valid for 3 months from declaration signature**

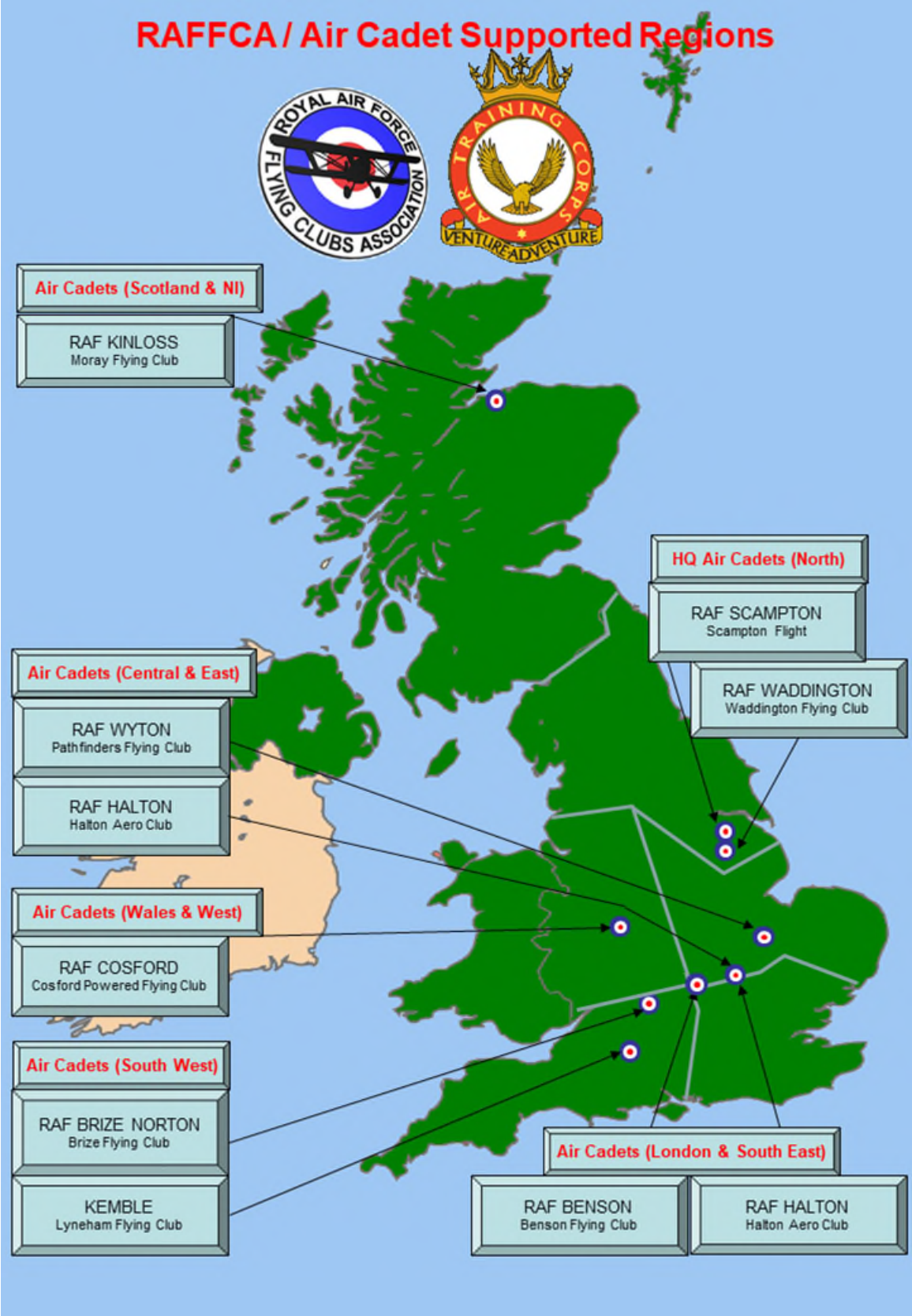
OFFICIAL - SENSITIVE - MEDICAL (WHEN COMPLETE)		ACO Av Med Form 1
CONDITIONS REQUIRING MEDICAL ASSESSMENT FOR VGS GLIDING/AEF FLYING		
TO COMPLETE SELECT Y/N FROM DROP DOWN LIST		
CONDITIONS REQUIRING SCRUTINY	Y/N	ASSESSMENT DECISION
Has the Cadet had a recent immunisation (inoculation / vaccination) or given a blood donation?	Yes	DO NOT FLY WITHIN 24HRS OF TREATMENT. IF APPLICABLE GIVE DATE OF TREATMENT IN FURTHER INFO BOX
Does the Cadet suffer any acute or chronic illness/condition or started a new course of treatment which would be aggravated by flight? This includes unstable illnesses which are likely to cause sudden incapacitation within the timescale of flight.	Yes	DO NOT FLY UNTIL RECOVERED
Is the Cadet impaired by an injury limiting the use of their limbs? For example sprains, strains or broken bones?	Yes	DO NOT FLY UNTIL RECOVERED
Is the Cadet suffering from an ear, nose, throat or sinus conditions?	Yes	DO NOT FLY UNTIL RECOVERED
Is the Cadet pregnant?	Yes	DO NOT FLY
Does the cadet have a condition that requires the use of oxygen therapy?	Yes	DO NOT FLY
Does the Cadet have a limited exercise capacity or tolerance, due to chest (heart or lung) illness or disease? If the Cadet can walk 50 yards/metres at a normal pace or climb one flight of stairs without severe breathlessness select NO.	Yes	DO NOT FLY
Does the Cadet experience fits, taints or blackouts (including epilepsy)	Yes	DO NOT FLY
Has the Cadet undergone a recent surgical procedure or had a general, spinal or epidural anaesthetic? Note: For dental (local) anaesthetics Cadets are not permitted to fly for 24Hrs after procedure.	Yes	DO NOT FLY UNTIL FULLY RECOVERED - MINIMUM 7 DAYS. IF APPLICABLE GIVE DATE OF TREATMENT IN FURTHER INFO BOX
Does the cadet suffer from a pneumothorax (a 'collapsed lung' where air is trapped between lung and chest wall)?	Yes	DO NOT FLY FOR 1 MONTH FROM LAST TREATMENT. IF APPLICABLE GIVE DATE OF TREATMENT IN FURTHER INFORMATION BOX
Does the Cadet have an acute, unstable or untreated psychiatric conditions. For example: Fear of flying, claustrophobia or panic attacks.	Yes	DO NOT FLY UNTIL TREATED AND SYMPTOMS STABLE
Does the Cadet have any stable chronic disease not covered above or any disease with a sudden or unpredictable onset or deterioration.	Yes	ATC SQN OC / CCF (RAF) SECT CDR START F6424 PROCEDURE. REF: ACTO 31 / 32
Does the Cadet have stable Asthma (STEP 1 or 2)? The Cadet is considered unstable if they have night symptoms waking them more than once a week or if they require daytime reliever medication more than 3 times a week. If Cadet has used oral steroids or antibiotics to treat Asthma within the last 6 months start F6424 procedure.	Yes	FIT TO FLY IF CONDITIONS STABLE - MUST CARRY MEDICATION IN FLIGHT
Does the Cadet have Asthma which is <u>not</u> stable (STEP 3 or above)? This includes the use of long-acting beta agonists, oral treatments or high-dose steroids.	Yes	ATC SQN OC / CCF (RAF) SECT CDR START F6424 PROCEDURE. REF:ACTO 31 / 32
Does the Cadet have Type 1 Diabetes. Note: Type 1 Diabetes is acceptable if blood sugars are well controlled. An insulin pump (if used) must be able to be moved as to be fitted in to flying clothing. Check sugars prior to flight. Type 2 Diabetes is acceptable.	Yes	FIT TO FLY IF CONDITIONS STABLE - MUST CARRY GLUCOSE IN FLIGHT
Does the Cadet have a haematological (blood) disorder? For example: Sickle-Cell disease, Anaemias or Haemophilia. Note: All haematological disorders should be considered.	Yes	ATC SQN OC / CCF (RAF) SECT CDR START F6424 PROCEDURE. REF: ACTO 31 / 32
Does the Cadet have a history of Migraines?	Yes	RISK ASSESS. DO NOT FLY WITH SYMPTOMS OR ATTACK CAN OCCUR WITHIN FLIGHT TIMEFRAME
Does the Cadet have a cognitive, emotional, behavioural or developmental condition? For example: ADHD, conduct disorders, dyspraxia and autism spectrum disorders.	Yes	ATC SQN OC / CCF (RAF) SECT CDR START F6424 PROCEDURE. REF: ACTO 31 / 32
Is the Cadet impaired by any stable injury, illness or congenital condition limiting mobility or use of limbs?	Yes	ATC SQN OC / CCF (RAF) SECT CDR START F6424 PROCEDURE. REF: ACTO 31 / 32
Does the Cadet have any psychiatric disorder?	Yes	ATC SQN OC / CCF (RAF) SECT CDR START F6424 PROCEDURE. REF: ACTO 31 / 32
Does the Cadet suffer from any severe allergy (requiring the use of epipen or equivalent)? Cadets with very severe allergies which are unstable or unpredictable are unfit for flight. Those likely to be exposed to allergens in flight (Rubbers, Plastics) are also unfit to fly.	No	FIT TO FLY
Further information:		
Cadet Name:		
ATC Sqn / CCF (RAF) Section:		ATC Wing / CCF (RAF) Contingent:
Signature of Cadet:		
Date:		
Declaration: I hereby declare that I have carefully considered the statements made above and that to the best of my belief they are complete and correct and that I have not withheld any relevant information or made any misleading statements. I also confirm that should the cadets medical history change since the medical examination above, I will ensure that the relevant ATC Sqn OC / CCF (RAF) Section Cdr is informed and a new ACO Av Med Form 1 is produced.		
Parent/Guardian Signature:		
PERIOD OF VALIDITY: VALID FOR THREE MONTHS FROM DATE OF DECLARATION		VERSION 1.02 (ELECTRONIC)

**ACFS EXAMPLE BRIEFING SLIDE PACK**

An approved slide pack will be sent to each AFCS. These should be adapted in accordance with the various flying orders, local procedures and CFI/HoT direction. However, the following **shall** be covered as mandatory items during the 45 minute brief.

- TIME CHECK...
- Overview
- Met Brief
- Airfield Brief
- NOTAMs
- Safety on an Airfield
- Approaching an Aircraft
- Noise
- Safe Areas
- Walk Around Checks
- Aircraft Safety Brief and Strap-In
- Headset/RT Discipline
- **Engine Start**
- Taxy Pattern
- **Power/Pre-Take-Off Cx**
- *Noise Abatement*
- Outbound
- Height / Altimeter Setting
- FREDAC Cx
- Loose Articles & **Lookout!**
- Effects of Controls – **“Follow Me Through”**
- **Straight and Level**
- **Turning**
- **Descending**
- **“You have Control/I have Control”**
- Rejoining the Circuit
- The Roll-Out
- Taxy Pattern
- **Shut-Down Cx**
- Vacating the Aircraft
- Fuel & Oil
- **Clean up**
- **Safety** on the Airfield

APPROVED RAFFCA AIR CADET FLYING SCHOOLS





**MEMORANDUM OF UNDERSTANDING - BETWEEN THE RAF MICROLIGHT FLYING ASSOCIATION (RAFMFA) AND HQ 2 FLYING TRAINING SCHOOL (HQ 2FTS) TO DELIVER AIR EXPERIENCE FOR RAF AIR CADETS (RAFAC)**

1. This MOU details the agreement between the RAFMFA and 2FTS. Any deviation from the detail contained within shall be agreed by both 2FTS and the RAFMFA Execs.
2. All Air Cadet flying activity in non-Service aircraft shall be approved by 2FTS. RAFMFA Clubs that conduct Air Cadet Introductory Flights shall be a nominated Microlight Flying Training Organisation (MFTO). This approval shall meet the following minimum criteria:
  - a. Be a CAA and British Microlight Aircraft Flying Association (BMAA) compliant MFTO.
  - b. Be sponsored for 2FTS consideration by the RAFMFA Execs.
  - c. Be subject to the on going RAFMFA Assurance Visit Programme.
  - d. Be compliant with the requirements of the RAFMFA Operations Manual and this MoU.

**PILOT QUALIFICATIONS – RAFMFA**

3. To ensure parity with military pilot age considerations, the maximum age of RAFMFA pilots to fly cadets **shall** less than 65 and the minimum age 21 years. Minimum pilot qualifications required for consideration to provide flights in RAFMFA aircraft **shall** be:
  - a. RAFMFA Air Cadet Introductory Flights:
    - (1) NPPL(M).
    - (2) PPL(A) with Microlight rating.
    - (3) EASA PPL(A) with Microlight rating.
  - b. The CAA Pilots Medical Declaration certificate shall be the minimum standard for Introductory Flights.

## **PILOT EXPERIENCE – RAFMFA**

4. All pilots shall be approved by the CFI with a record kept of their training; an example of a form for recording Pilot Training is at Annex A. The minimum experience required for pilots providing flights shall be:

- a. RAFMFA Air Cadet Introductory Flights:
  - (1) 250hrs total time.
  - (2) 10 Hrs total on Type.
  - (3) 1hr PIC including 3 take offs and landings in the last 31 days on Microlight aircraft.

## **APPROVED AIRCRAFT**

5. RAFMFA aircraft approved for the delivery of introductory flights or flying training are required to meet the following requirements:

- a. Factory built Microlight aircraft that are approved by the CAA through the BMAA to deliver the NPPL(M) Flying Training Syllabus.
- b. Equipped with a ballistic parachute recovery system and FLARM collision warning system.
- b. Have a valid Permit to Fly.
- c. Fully serviceable and have no outstanding calendar or flying hour driven maintenance requirements.

## **VISUAL FLIGHT RULES AND WEATHER LIMITS**

6. Visual Flight Rules (VFR) are to apply to all cadet flying activity in non-service aircraft with a minimum of 5km visibility, clear of cloud and below 140kts in Class G airspace. The maximum surface wind allowable is 23kts and aircraft shall be flown to the extant Aircraft Flight Manual or Pilot's Operating Handbook.

## **INTRODUCTORY FLIGHT SORTIE PROFILE LIMITATIONS**

7. The sortie **shall** comply with the following limitations:

- a. Prior to the sortie the Cadets shall be briefed on the activity especially key safety procedures and the conduct of activity. An example of the contents of the brief (Slide Pack) is at Annex B.
- b. Sorties shall start and end at the same aerodrome or operating site.
- c. Planned flight time shall be 30 to 60 minutes, depending on agreement with tasking organisation.

- d. Be operated under VFR by day only (SR-15 to SS+15), however, allowance shall be made for diversion time plus one missed approach to nominate last flight time.
- e. Be overseen by a nominated Flying Supervisor responsible for safe supervision.
- f. If an effective Traffic Information Service cannot be achieved in the local area then an Electronic Conspicuity alerting device such as FLARM, TCAS or Pilot Aware shall be used.
- g. Two-way RT contact shall be maintained with a suitable ATC/AFIS/AGRS throughout.
- h. Cadets may not speak on the aircraft radio.
- i. PFLs, EFATOs, stalling or spinning shall not be conducted on Introductory Flts.
- j. Performance safety factors shall be calculated iaw CAA guidance.
- k. All aircraft harnesses used by Cadets shall be a minimum of 3-point.
- l. Except for take-off or landing the aircraft shall remain at or above 1,000ft AGL.
- m. Introductory Flight Cadets shall not solely operate the controls of the aircraft, unless the flight is being delivered by an approved Flying Instructor. This activity shall only occur at or above 1,000ft AGL.

#### **AIR CADET FITNESS TO FLY**

8. The Wing Aviation Officer (WAvnO) is responsible for ensuring that all Cadets have a completed RAFAC Av Med Form 1 showing their fitness to fly for opportunities involving the RAFMFA. An example can be found at Annex C. This form is valid for 3 months and the WAvnO shall indicate via email, letter or text to the operator that all Cadets detailed are fit to fly. If there is doubt on the Cadet's fitness to fly then the ACFS Supervisor is to be consulted prior to flying taking place. Cadets need to be less than 85Kgs in weight and less than 188cm in height.

#### **DISCLOSURE AND BARRING SERVICE (DBS) CLEARANCE**

9. The following **shall** apply to MFTO accredited flights:
- a. In accordance with Chapter 8 of Air Cadet Publication (ACP) 4 – Safeguarding and Protecting Children, pilots offering one-off flights to cadets **shall not** require DBS clearance.
  - b. Pilots who are in regular contact RAFAC cadets by providing either regular flights or opportunities that involve multiple flights with cadets (more than once every 6 months) shall be DBS cleared (or equivalent in Scotland). DBS cleared Cadet Staff shall accompany the Cadets during the Cadets' time at the RAFMFA facility.
  - c. 2 FTS provides scrutiny of the operational risks of the RAFAC flying activity. Cadet safeguarding issues shall be the responsibility of the CFAV Project Officer (PO) or their nominated staff organising the RAFMFA flying activities; in accordance with ACP 4

## SUITABLY QUALIFIED AND EXPERIENCED PERSONS (SQEP)

10. The following 2 FTS individuals are authorised to endorse ACFS organisations that are presented by the RAFMFA Execs for consideration:

a. **Section 40**

11. The following at MFTO are authorised to appoint Cadet Introductory Flt Pilots, Instructors and Flying Supervisors:

a. **Section 40** of the RAFMFA MFTO.

b. **Section 40** of the RAFMFA MFTO.

12. Records of all training, experience and currency **shall** be kept at the individual RAFMFA MFTO and kept on file recorded on the form at Annex A.

## INVOICING FOR FLYING

13. The ACFS will be attached to local RAFAC Wings / CCF (RAF) Test Areas by their ATC Regional HQs / CCF (RAF). Invoicing for Introductory Flts **shall** be direct to the appropriate Wg/Reg/CCF (RAF) area for payment. All issues **should** be directed to the **Section 40** of the RAFAC Wg in question in the first instance. Only in the last resort should HQ 2FTS be contacted.

## AUTHENTICATION

Chairman

[Redacted Signature]

**Section 40**

Date:

Date:

Appendices:

1. MFTO Pilot Trg Record.
2. MFTO Example Briefing Slide Pack.
3. Example RAFAC Av Med Form 1.





**MICROLIGHT FLYING TRG ORGANISATION  
PILOT TRAINING RECORD**



<b>Pilot Name</b>	
<b>Licence Type and CAA Number</b>	

<b>NPPL Rating Expiry</b>		<b>Medical Type</b>	
<b>Other Ratings Held</b>		<b>Medical Expiry Date</b>	

<b>MFTO Standardisation Sortie Content</b>
<ul style="list-style-type: none"> <li>• Carry out simulated pre-flight safety brief to cadet passengers</li> <li>• SUTTO observing all normal procedures and local orders</li> <li>• Selection of a suitable operating area with regard to weather, traffic hotspots and airspace</li> <li>• Use of a suitable ATC Service if appropriate</li> <li>• Demonstration of aircraft instruments and flying controls</li> <li>• Actions and passenger handling in the event of a system failure or unwell passenger</li> <li>• <b>PILOT SKILLS CHECK:</b> Demonstrate 1 x fully developed stall and SSR and 1 x approach to the stall (config as determined by checking officer) and SSR</li> <li>• <b>PILOT SKILLS CHECK:</b> Demonstrate a safe Practice Forced Landing to 500' MSD</li> <li>• Recovery to airfield with due regard to traffic hotspots and airspace</li> <li>• Stable approach and landing within a designated touchdown area</li> <li>• <b>PILOT SKILLS CHECK:</b> Demonstrate a safe touch and go, go-around, practice EFATO.</li> </ul>

<b>Pilot Declaration</b>
<p><i>I have read and understood RAFMFA MOU for Introductory Flights and the RAFMFA Operations Manual. I have completed an MFTO Air Cadet sortie standardisation flight and understand the currency, aircraft serviceability and weather requirements. I will not fly if I have any doubts over my fitness to fly or the ability to safely conduct the sortie.</i></p>

<b>Pilot Name</b>		<b>Signature &amp; Date</b>	
-------------------	--	-----------------------------	--

<b>Checking Officer Declaration</b>
<p><i>I have carried out a successful MFTO sortie standardisation with the named pilot and have reviewed his licence and medical to ensure he/she meets the experience and age requirements. The pilot is not subject to any disciplinary or flying supervision concerns at this club. <b>The pilot is cleared for Air Cadet Introductory Flights sorties for 1 year from this date.</b></i></p>

<b>Date of Standardisation Sortie</b>		<b>Aircraft Type and Registration</b>	
---------------------------------------	--	---------------------------------------	--

<b>FI Name &amp; Position</b>		<b>Signature &amp; Date</b>	
-------------------------------	--	-----------------------------	--



## MFTO EXAMPLE BRIEFING SLIDE PACK

An approved slide pack will be sent to each MFTO. These should be adapted in accordance with the various flying orders, local procedures and CFI's direction. However, the following **shall** be covered as mandatory items during the brief.

- TIME CHECK...
  - Overview
  - Met Brief
  - Airfield Brief
  - NOTAMs
  - Safety on an Airfield
  - Approaching an Aircraft
  - Noise
  - Safe Areas
  - Walk Around Checks
  - Aircraft Safety Brief and Strap-In
  - Headset/RT Discipline
  - **Engine Start**
  - Taxy Pattern
  - **Power/*Pre-Take-Off Cx***
  - *Noise Abatement*
  - Outbound
  - Height / Altimeter Setting
  - FREDAC Cx
  - Loose Articles & **Lookout!**
  - Effects of Controls – **“Follow Me Through”**
  - **Straight and Level**
  - **Turning**
  - **Descending**
  - Rejoining the Circuit
  - The Roll-Out
  - Taxy Pattern
  - ***Shut-Down Cx***
  - Vacating the Aircraft
  - Fuel & Oil
  - **Clean up**
  - **Safety** on the Airfield
- 
- **Aircraft Cockpit Brief to include emergency procedures and egress.**

**APPENDIX 3 TO ANNEX E  
TO DHAN 178  
DATED 18 Dec 17**

**EXAMPLE RAFAC Av Med Form 1 – Valid for 3 months from declaration signature**

OFFICIAL - SENSITIVE - MEDICAL (WHEN COMPLETE)		ACO Av Med Form 1
CONDITIONS REQUIRING MEDICAL ASSESSMENT FOR VGS GLIDING/AEF FLYING		
TO COMPLETE SELECT Y/N FROM DROP DOWN LIST		
CONDITIONS REQUIRING SCRUTINY	Y/N	ASSESSMENT DECISION
Has the Cadet had a recent immunisation (inoculation / vaccination) or given a blood donation?	Yes	DO NOT FLY WITHIN 24HRS OF TREATMENT. IF APPLICABLE GIVE DATE OF TREATMENT IN FURTHER INFO BOX
Does the Cadet suffer any acute or chronic illness/condition or started a new course of treatment which would be aggravated by flight? This includes unstable illnesses which are likely to cause sudden incapacitation within the timescale of flight.	Yes	DO NOT FLY UNTIL RECOVERED
Is the Cadet impaired by an injury limiting the use of their limbs? For example sprains, strains or broken bones?	Yes	DO NOT FLY UNTIL RECOVERED
Is the Cadet suffering from an ear, nose, throat or sinus conditions?	Yes	DO NOT FLY UNTIL RECOVERED
Is the Cadet pregnant?	Yes	DO NOT FLY
Does the cadet have a condition that requires the use of oxygen therapy?	Yes	DO NOT FLY
Does the Cadet have a limited exercise capacity or tolerance, due to chest (heart or lung) illness or disease? If the Cadet can walk 50 yards/metres at a normal pace or climb one flight of stairs without severe breathlessness select NO.	Yes	DO NOT FLY
Does the Cadet experience fits, faints or blackouts (including epilepsy)	Yes	DO NOT FLY
Has the Cadet undergone a recent surgical procedure or had a general, spinal or epidural anaesthetic? Note: For dental (local) anaesthetics Cadets are not permitted to fly for 24Hrs after procedure.	Yes	DO NOT FLY UNTIL FULLY RECOVERED - MINIMUM 7 DAYS. IF APPLICABLE GIVE DATE OF TREATMENT IN FURTHER INFO BOX
Does the cadet suffer from a pneumothorax (a 'collapsed lung' where air is trapped between lung and chest wall)?	Yes	DO NOT FLY FOR 1 MONTH FROM LAST TREATMENT. IF APPLICABLE GIVE DATE OF TREATMENT IN FURTHER INFORMATION BOX
Does the Cadet have an acute, unstable or untreated psychiatric conditions. For example: Fear of flying, claustrophobia or panic attacks.	Yes	DO NOT FLY UNTIL TREATED AND SYMPTOMS STABLE
Does the Cadet have any stable chronic disease not covered above or any disease with a sudden or unpredictable onset or deterioration.	Yes	ATC SQN OC / CCF (RAF) SECT CDR START F6424 PROCEDURE. REF: ACTO 31 / 32
Does the Cadet have stable Asthma (STEP 1 or 2)? The Cadet is considered unstable if they have night symptoms waking them more than once a week or if they require daytime reliever medication more than 3 times a week. If Cadet has used oral steroids or antibiotics to treat Asthma within the last 6 months start F6424 procedure.	Yes	FIT TO FLY IF CONDITIONS STABLE - MUST CARRY MEDICATION IN FLIGHT
Does the Cadet have Asthma which is <u>not</u> stable (STEP 3 or above)? This includes the use of long-acting beta agonists, oral treatments or high-dose steroids.	Yes	ATC SQN OC / CCF (RAF) SECT CDR START F6424 PROCEDURE. REF:ACTO 31 / 32
Does the Cadet have Type 1 Diabetes. Note: Type 1 Diabetes is acceptable if blood sugars are well controlled. An insulin pump (if used) must be able to be moved as to be fitted in to flying clothing. Check sugars prior to flight. Type 2 Diabetes is acceptable.	Yes	FIT TO FLY IF CONDITIONS STABLE - MUST CARRY GLUCOSE IN FLIGHT
Does the Cadet have a haematological (blood) disorder? For example: Sickle-Cell disease, Anaemias or Haemophilia. Note: All haematological disorders should be considered.	Yes	ATC SQN OC / CCF (RAF) SECT CDR START F6424 PROCEDURE. REF: ACTO 31 / 32
Does the Cadet have a history of Migraines?	Yes	RISK ASSESS. DO NOT FLY WITH SYMPTOMS OR ATTACK CAN OCCUR WITHIN FLIGHT TIMEFRAME
Does the Cadet have a cognitive, emotional, behavioural or developmental condition? For example: ADHD, conduct disorders, dyspraxia and autism spectrum disorders.	Yes	ATC SQN OC / CCF (RAF) SECT CDR START F6424 PROCEDURE. REF: ACTO 31 / 32
Is the Cadet impaired by any stable injury, illness or congenital condition limiting mobility or use of limbs?	Yes	ATC SQN OC / CCF (RAF) SECT CDR START F6424 PROCEDURE. REF: ACTO 31 / 32
Does the Cadet have any psychiatric disorder?	Yes	ATC SQN OC / CCF (RAF) SECT CDR START F6424 PROCEDURE. REF: ACTO 31 / 32
Does the Cadet suffer from any severe allergy (requiring the use of epipen or equivalent)? Cadets with very severe allergies which are unstable or unpredictable are unfit for flight. Those likely to be exposed to allergens in flight (Rubbers, Plastics) are also unfit to fly.	No	FIT TO FLY
Further Information:		
Cadet Name: <input style="width: 90%;" type="text"/>		
ATC Sqn / CCF (RAF) Section: <input style="width: 90%;" type="text"/>		ATC Wing / CCF (RAF) Contingent: <input style="width: 90%;" type="text"/>
Signature of Cadet: <input style="width: 90%;" type="text"/>		
Date: <input style="width: 90%;" type="text"/>		
Declaration: I hereby declare that I have carefully considered the statements made above and that to the best of my belief they are complete and correct and that I have not withheld any relevant information or made any misleading statements. I also confirm that should the cadets medical history change since the medical examination above, I will ensure that the relevant ATC Sqn OC / CCF (RAF) Section Cdr is informed and a new ACO Av Med Form 1 is produced.		
Parent/Guardian Signature: <input style="width: 90%;" type="text"/>		
PERIOD OF VALIDITY: VALID FOR THREE MONTHS FROM DATE OF DECLARATION		VERSION 1.02 (ELECTRONIC)

# PROPOSED LOCATIONS OF 2FTS ASSURED SERVICE & NON-SERVICE PROVIDERS

ANNEX F  
TO DHAN 178  
DATED 31 Jan 18

**Key**

- Aerospace Ground School
- Volunteer Gliding Squadron
- RAF Gliding Soaring Association
- British Gliding Association
- RAFFCA
- RAFMFA

ATLANTIC OCEAN

664 AGS JHFS Aldergrove

663 AGS RAF Lossiemouth

RAF Kinloss - Moray Flying Club

Fulmar (Highland) GC - Easterton Airfield

Tayside Aviation

661 VGS RAF Kirknewton

Borders BGA

NORTH SEA

645 VGS RAF Topcliffe

Wolds BGA

RAF Scampton Flight

631 VGS RAF Woodvale

RAF Waddington Flying Club

644 VGS RAF Syerston

CGS

Cranwell GC  
RAFC Cranwell

632 VGS RAF Ternhill

633 AGS Stafford

1. Wrekin GC PCAE Cosford
2. Cosford Powered Flying Club

614 VGS Swanton Morle

611 AGS Swanton Morley

Fenland GC RAF Marham

The Gliding Centre

Pathfinders Flying Club

Cambridge BGA

Bicester BGA

637 VGS RAF Little Rissington

621 VGS RAF Little Rissington

Kemble Lyneham FC

1. Chilterns GC RAF Halton
2. Halton Aero Club
3. RAF Microlight Flying Association

RAF Benson FC

Brize Flying Club

634 AGS St Athan

Devon Somerset BGA

622 VGS Upavon

Portsmouth Naval Gliding Club BGA

Kestrel GC  
RAF Odiham

626 VGS Predannack

Bannerdown GC  
Keevil Airfield

ENGLISH CHANNEL



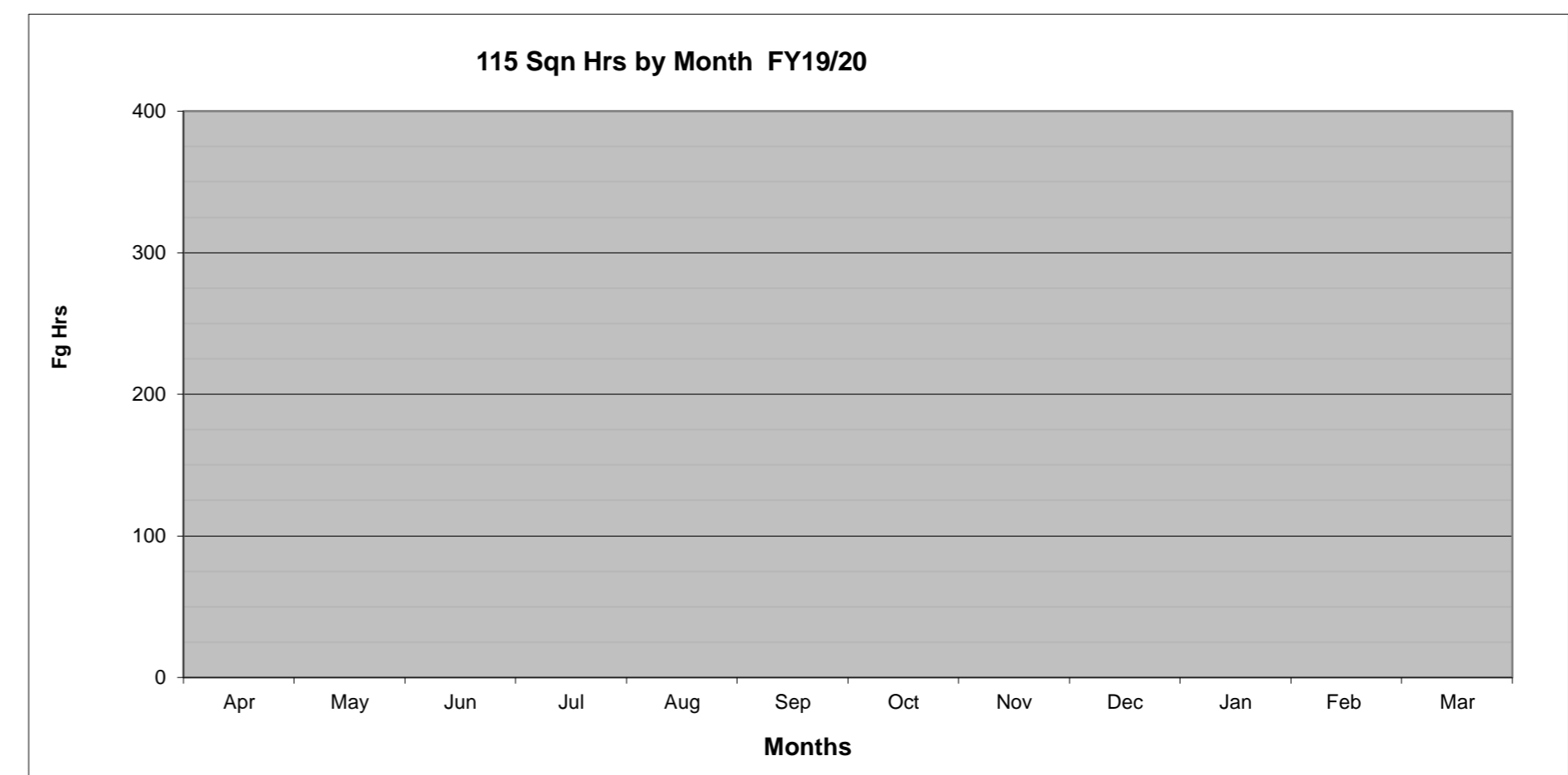






115 SQN FLYING HRS

Instructor Trg Task	Stds Task	SCT	Other			Total	Hrs Allocatio	% Hrs Flown	Culimative Inst Trg	Culimative Stds Fg	Culimative SCT	Culimative Display	Culimative Hrs Flown	Culimative Task	Culimative Percentage
			Display	Support	Task										
Apr 17	105:15	35:35	39:00	4:30		184:20	232:00	79%	105:15	35:35	39:00	4:30	184:20	232:00	79%
May 17	108:40	37:55	83:15	5:55		235:45	232:00	102%	213:55	73:30	122:15	10:25	420:05	464:00	91%
Jun 17	131:50	34:10	15:20	7:20		188:40	232:00	81%	345:45	107:40	137:35	17:45	608:45	696:00	87%
Jul 17	128:30	26:25	22:00	11:10	7:35	195:40	232:00	84%	474:15	134:05	159:35	28:55	804:25	928:00	87%
Aug 17	109:35	22:25	20:00	22:05		174:05	232:00	75%	583:50	156:30	179:35	51:00	978:30	1160:00	84%
Sep 17	108:55	17:45	26:10	19:05	5:55	177:50	232:00	77%	692:45	174:15	205:45	70:05	1156:20	1392:00	83%
Oct 17	113:15	21:55	27:25		12:40	175:15	232:00	76%	806:00	196:10	233:10	70:05	1331:35	1624:00	82%
Nov 17	156:00	5:55	33:45	5:50	1:50	203:20	232:00	88%	962:00	202:05	266:55	75:55	1534:55	1856:00	83%
Dec 17	40:45	7:45	16:20	1:00	1:25	67:15	112:00	60%	1002:45	209:50	283:15	76:55	1602:10	1968:00	81%
Jan 18	64:35	13:35	40:10			118:20	232:00	51%	1067:20	223:25	323:25	76:55	1720:30	2200:00	78%
Feb 18	76:35	10:35	19:15		5:10	111:35	232:00	48%	1143:55	234:00	342:40	76:55	1832:05	2432:00	75%
Mar 18	88:25	8:20	36:00	6:00	4:55	143:40	232:00	62%	1232:20	242:20	378:40	82:55	1975:45	2664:00	74%
Apr 18	90:35	10:00	14:00	6:10	0:30	121:15	188:00	64%	90:35	10:00	14:00	6:10	121:15	188:00	64%
May 18	148:40	5:10	8:25	5:20	10:50	178:25	188:00	95%	239:15	15:10	22:25	5:20	299:40	376:00	80%
Jun 18	136:55	4:35	13:50	16:05	2:35	174:00	188:00	93%	376:10	19:45	36:15	27:35	473:40	564:00	84%
Jul 18	140:35	13:10	24:05	22:05	17:40	217:35	188:00	116%	516:45	32:55	60:20	49:40	691:15	752:00	92%
Aug 18	153:45	7:30	23:20	11:00	9:50	205:25	188:00	109%	670:30	40:25	83:40	60:40	896:40	940:00	95%
Sep 18	120:50	6:00	25:55	9:50	6:45	169:20	188:00	90%	791:20	46:25	109:35	70:30	1066:00	1128:00	95%
Oct 18	120:10	6:10	26:05	1:55	12:00	166:20	188:00	88%	911:30	52:35	135:40	72:25	1232:20	1316:00	94%
Nov 18	106:30	7:35	12:00	0:40	3:15	130:00	188:00	69%	1018:00	60:10	147:40	73:05	1362:20	1504:00	91%
Dec 18	53:25	3:20	6:45	0:00	2:20	65:50	68:00	97%	1071:25	63:30	154:25	73:05	1428:10	1572:00	91%
Jan 19	77:15	16:15	24:00	0:00	0:00	118:30	188:00	63%	1148:40	79:45	178:25	73:05	1546:40	1760:00	88%
Feb 19															
Mar 19															
Apr 19															
May 19															
Jun 19															
Jul 19															
Aug 19															
Sep 19															
Oct 19															
Nov 19															
Dec 19															
Jan 20															
Feb 20															
Mar 20															
Apr 20															
May 20															
Jun 20															
Jul 20															
Aug 20															
Sep 20															
Oct 20															
Nov 20															
Dec 20															
Jan 21															
Feb 21															
Mar 21															
Apr 21															
May 21															
Jun 21															
Jul 21															
Aug 21															
Sep 21															
Oct 21															
Nov 21															
Dec 21															
Jan 22															
Feb 22															
Mar 22															
Apr 22															
May 22															
Jun 22															
Jul 22															
Aug 22															
Sep 22															
Oct 22															
Nov 22															
Dec 22															
Jan 23															
Feb 23															
Mar 23															
Apr 23															
May 23															
Jun 23															
Jul 23															
Aug 23															
Sep 23															
Oct 23															
Nov 23															
Dec 23															



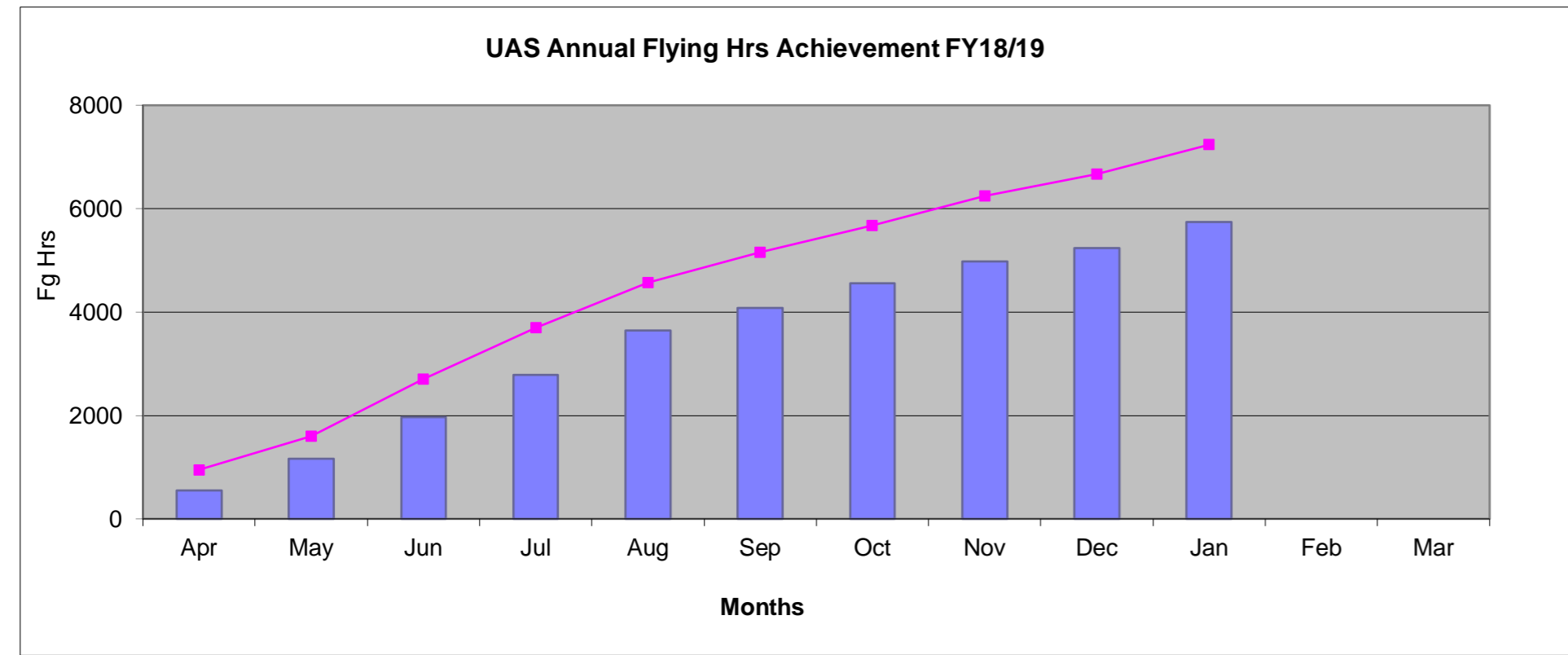




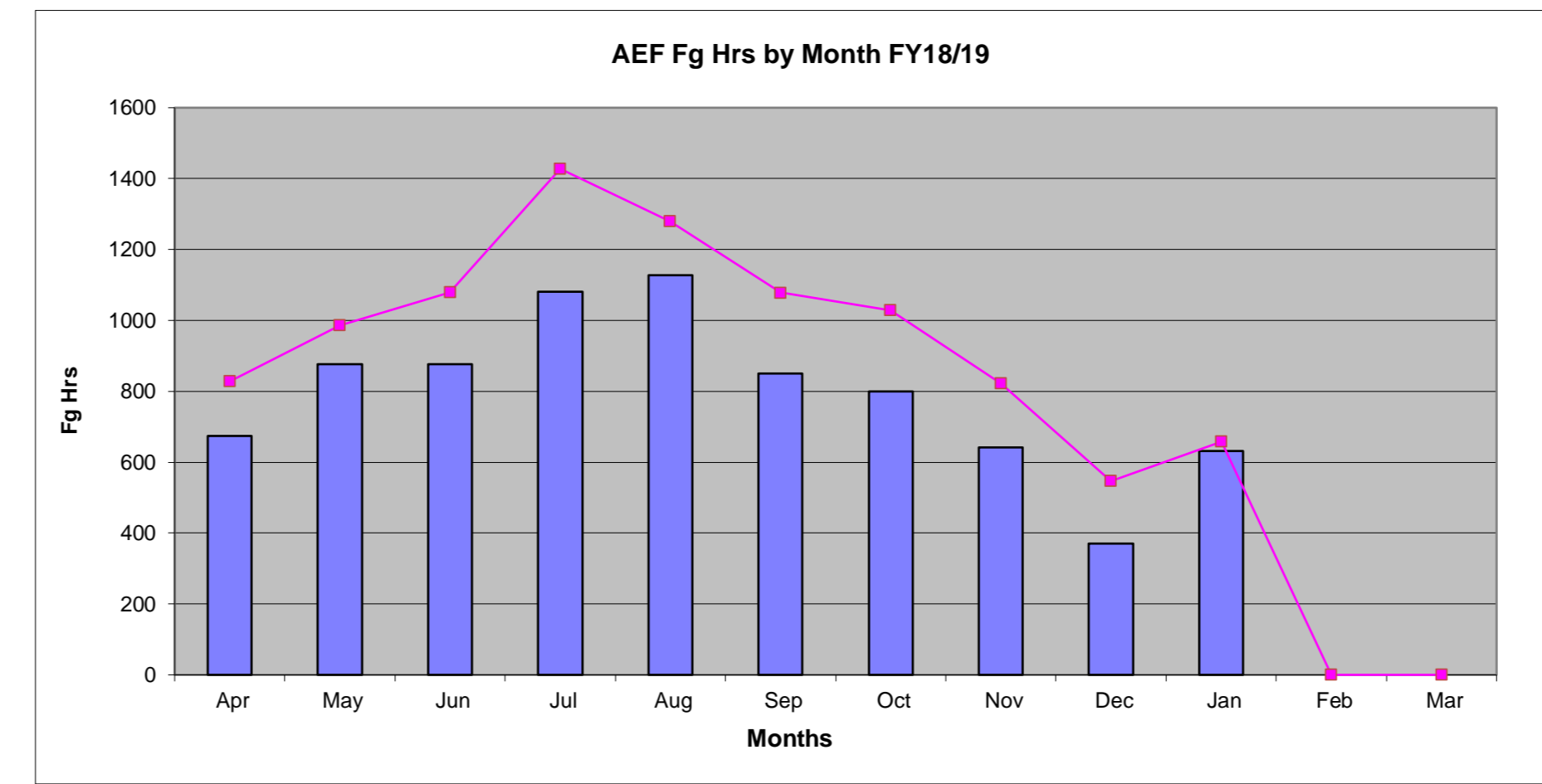
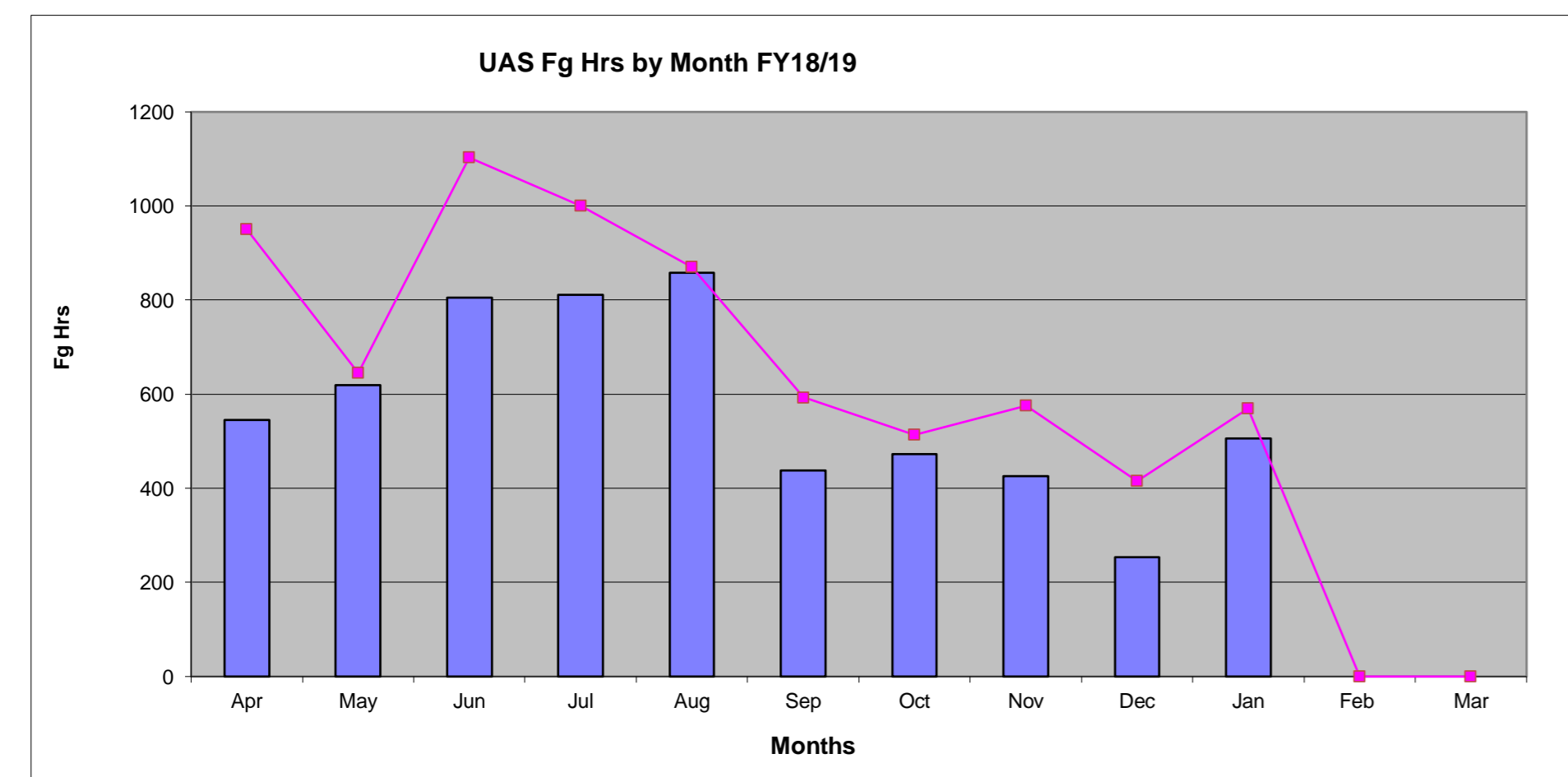
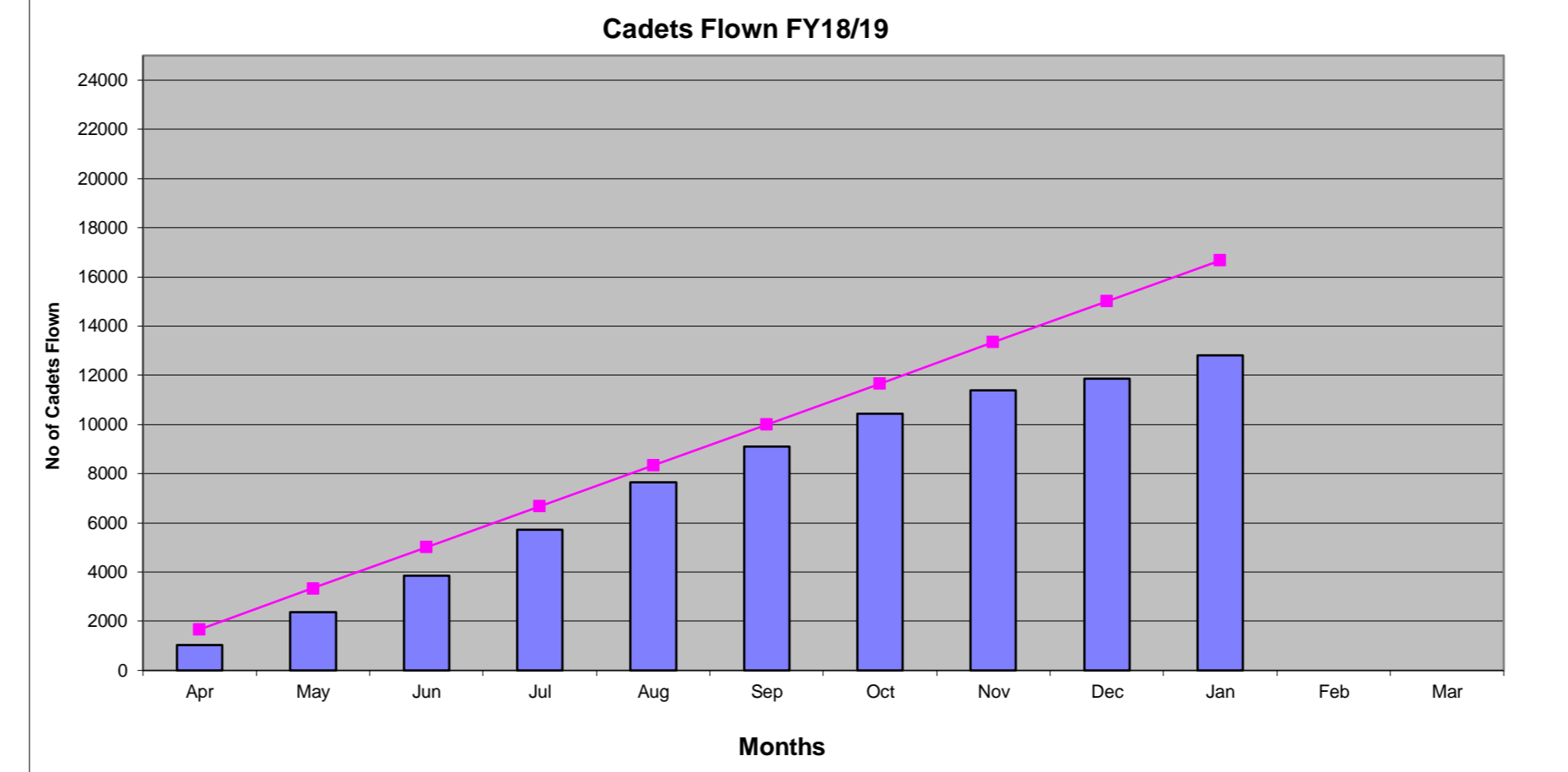
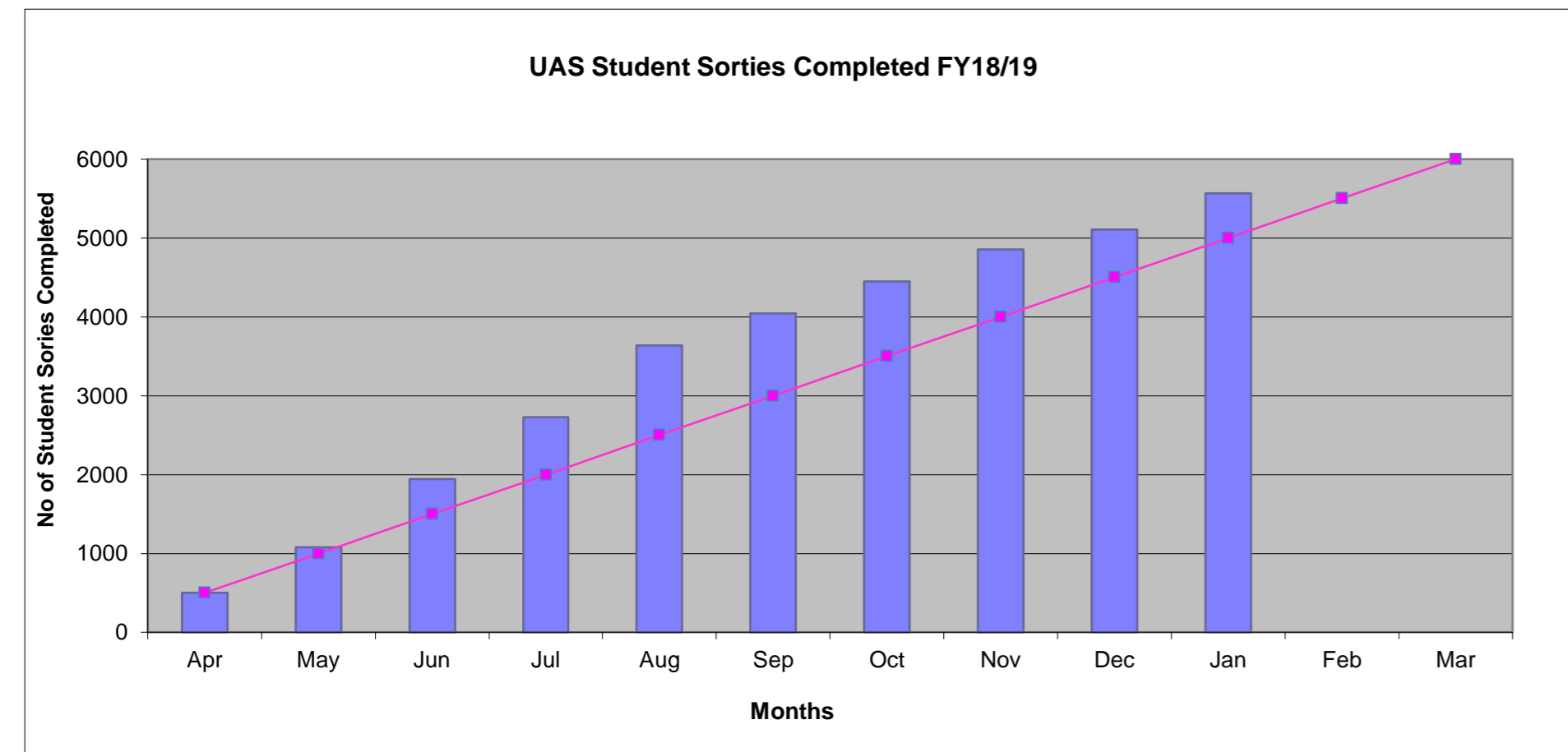
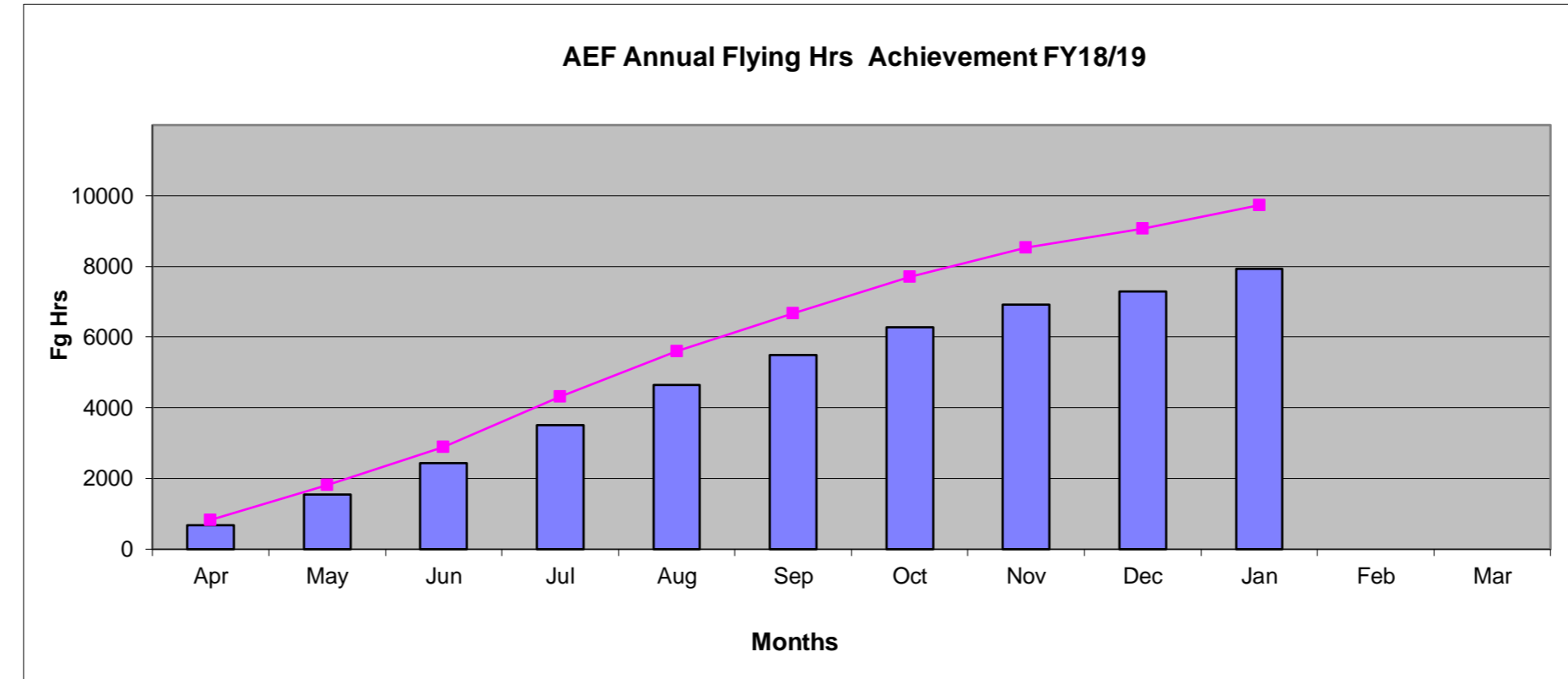




**UAS FLYING ACTIVITY SUMMARY FY18/19**



**AEF FLYING ACTIVITY SUMMARY FY18/19**



**UAS Flying Achievement 2018/19**

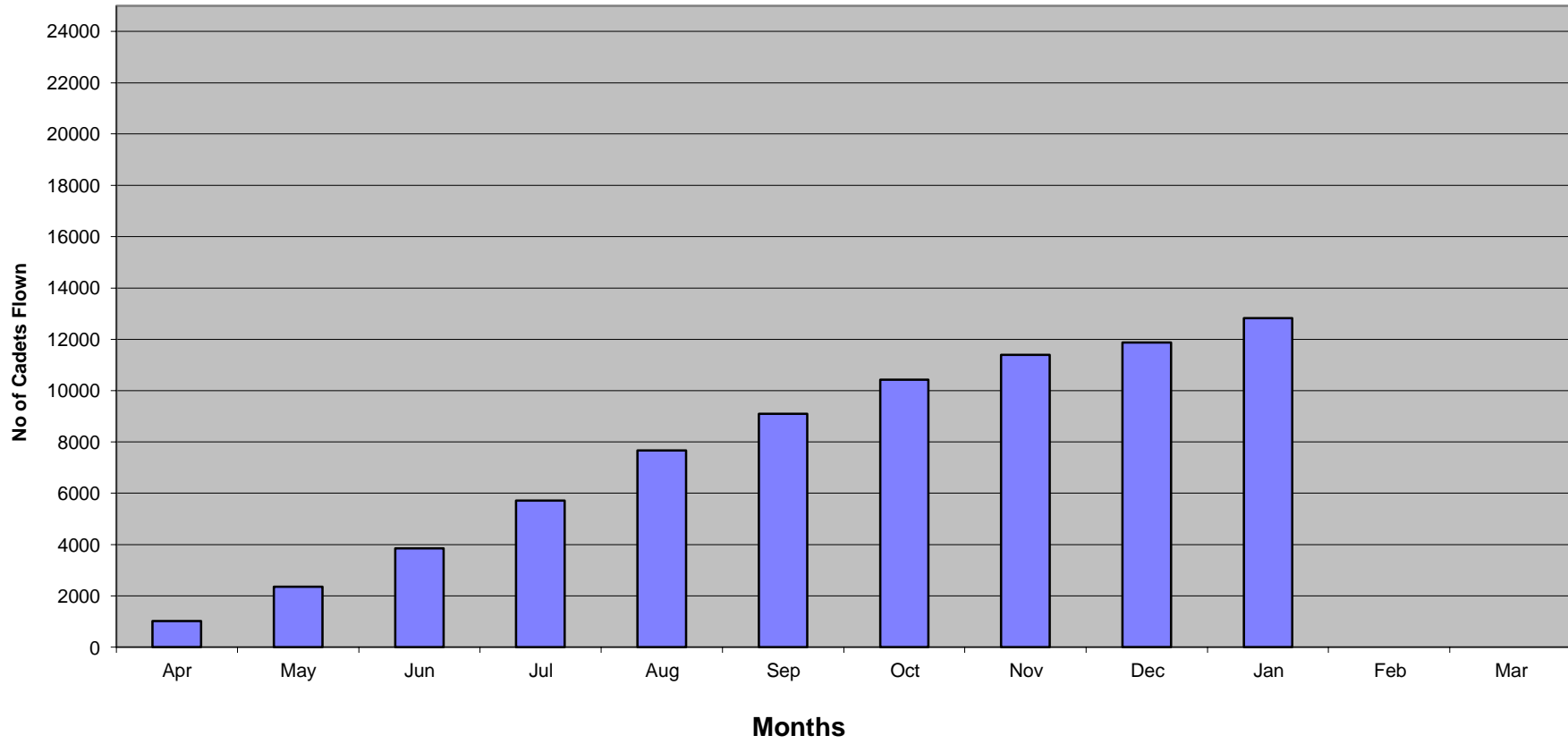
Month	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
Profiled Hrs	950	645	1103	1000	871	593	514	576	415	570	0	0	7237
Actual Hrs	546	619	805	812	858	438	472	425	253	505	0	0	5737
Achieved Rate	57%	96%	73%	81%	99%	74%	92%	74%	61%	89%	#DIV/0!	#DIV/0!	79%

**AEF Flying Achievement 2018/19**

Month	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
Profiled Hrs	828	986	1079	1427	1280	1078	1029	821	547	657	0	0	9732
Actual Hrs	674	876	877	1081	1128	849	799	642	370	631	0	0	7930
Achieved Rate	81%	89%	81%	76%	88%	79%	78%	78%	68%	96%	#DIV/0!	#DIV/0!	81%

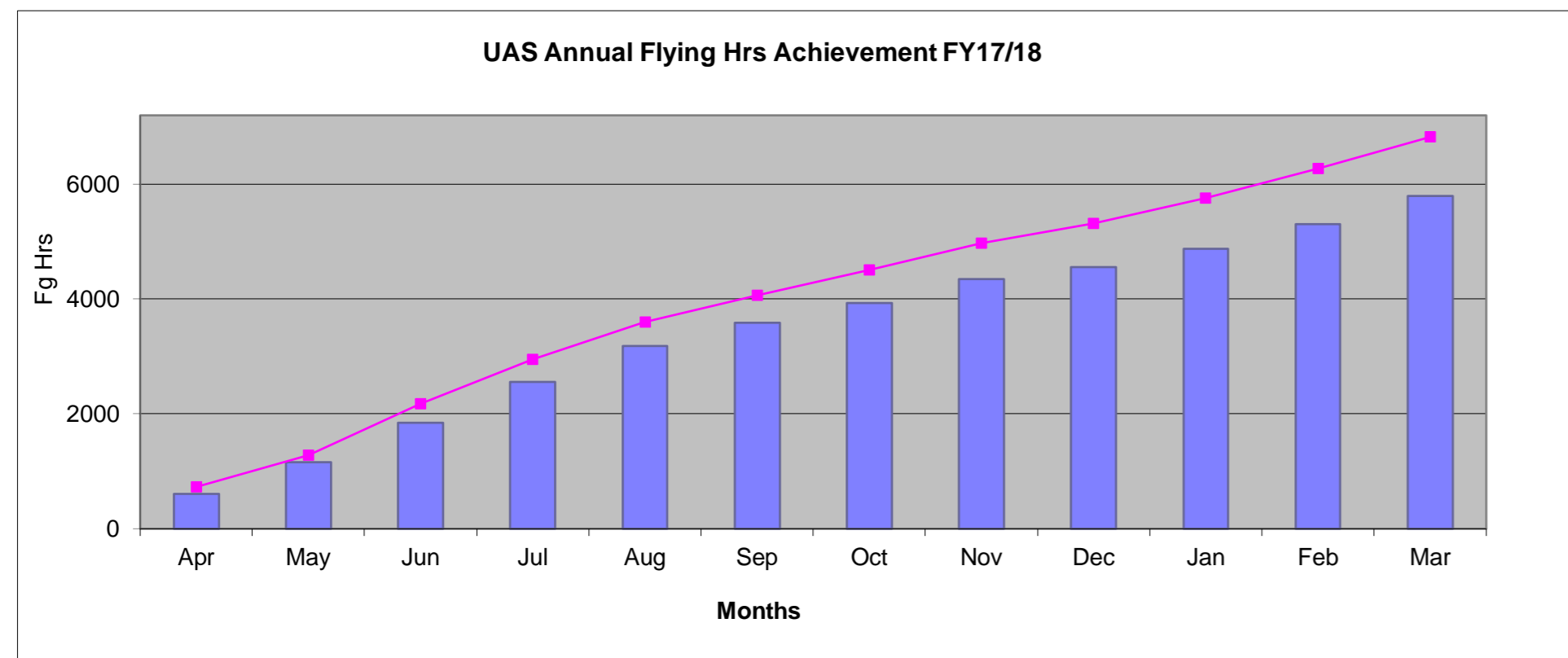
**Preicted Cadets Flown FY18/19**

**Preicted Cadets Flown FY18/19**

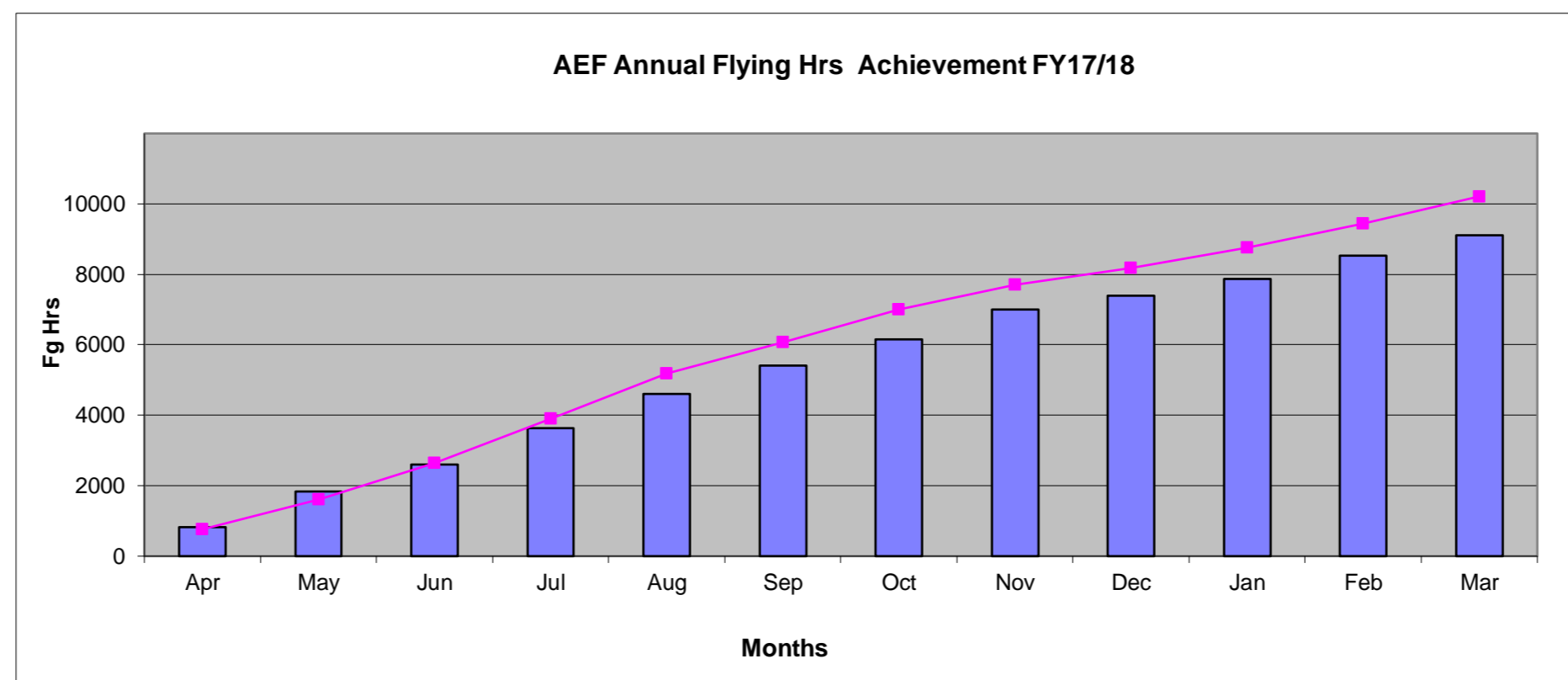




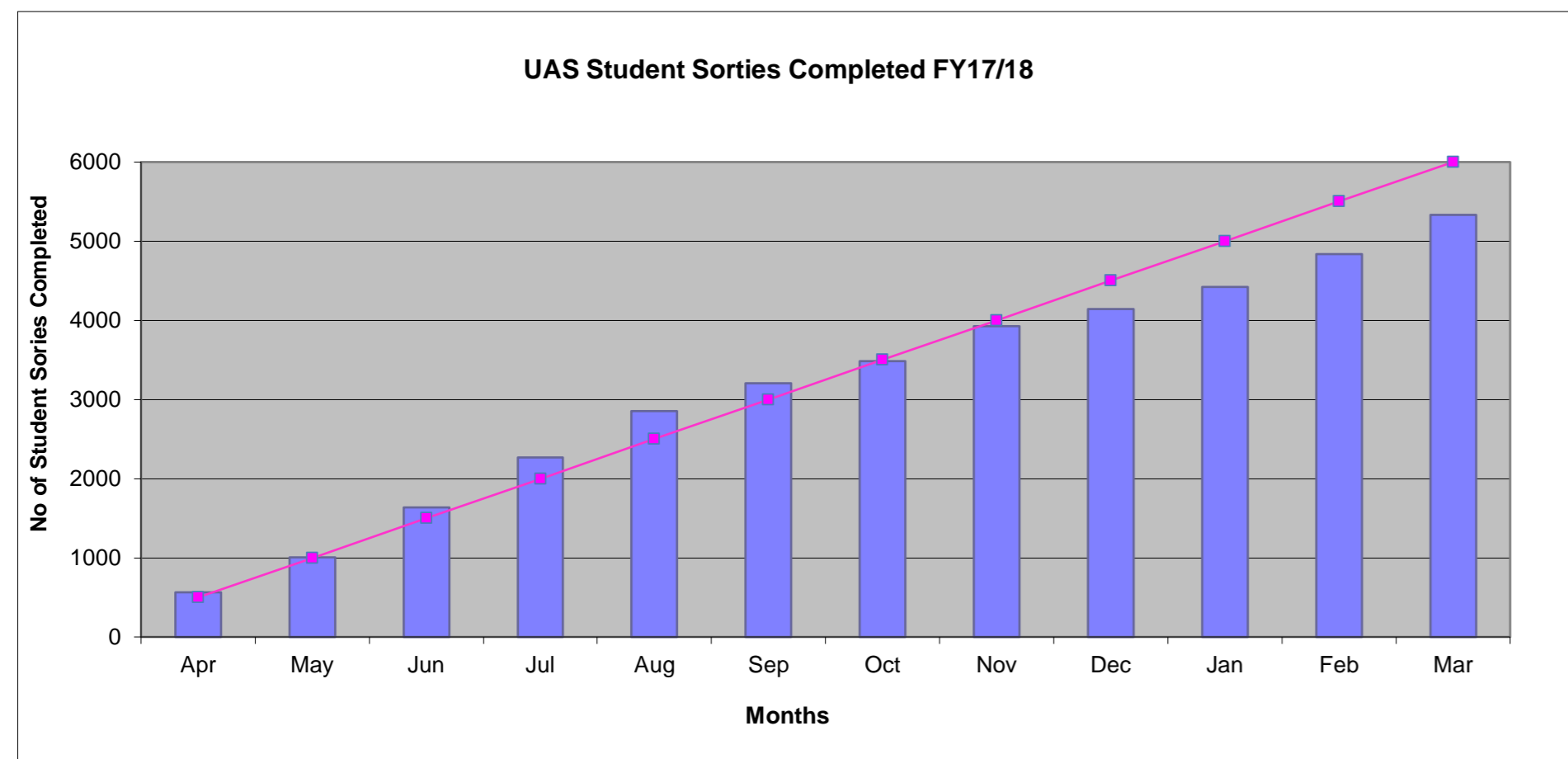
**UAS FLYING ACTIVITY SUMMARY FY17/18**



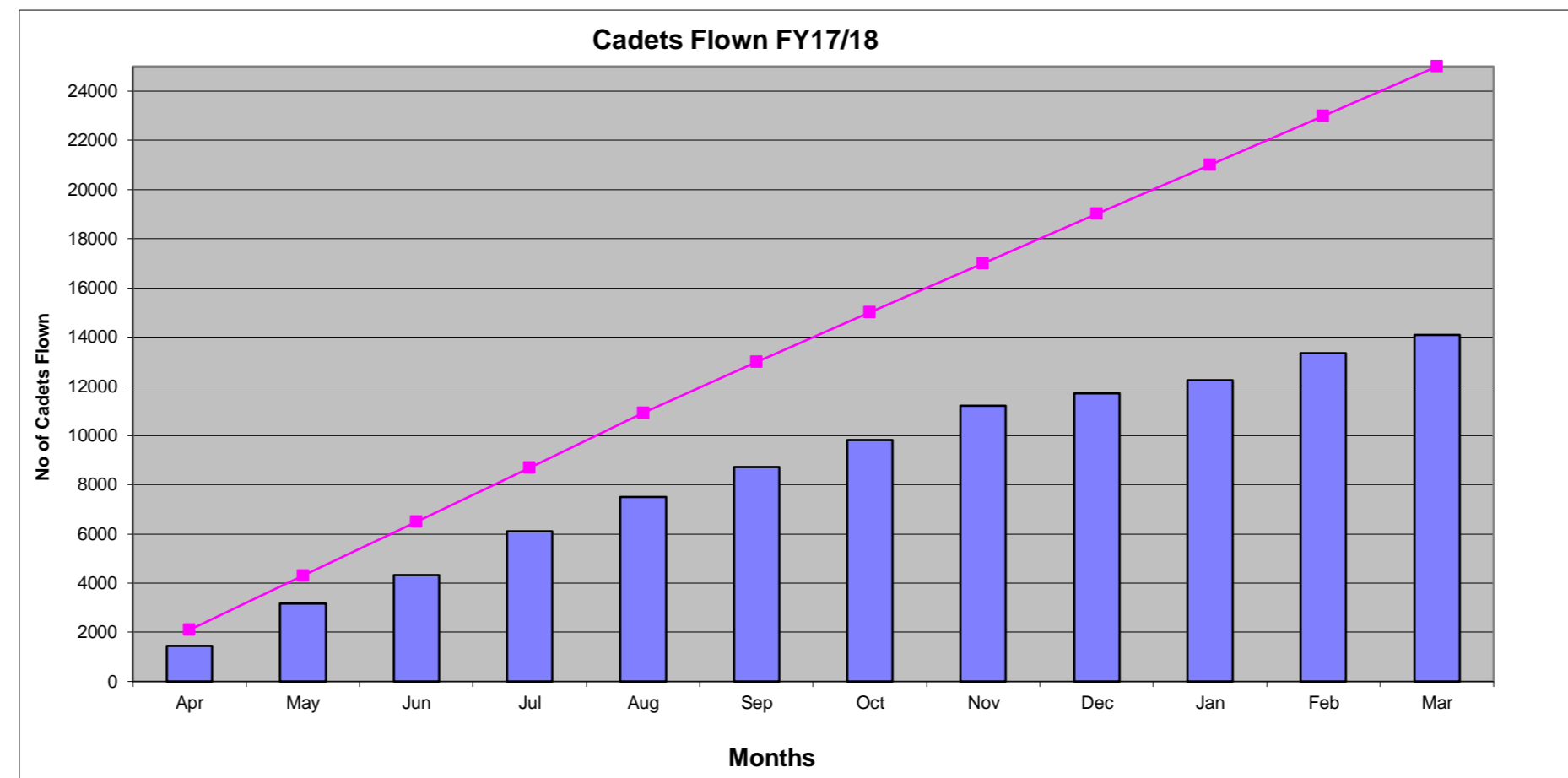
**AEF FLYING ACTIVITY SUMMARY FY17/18**



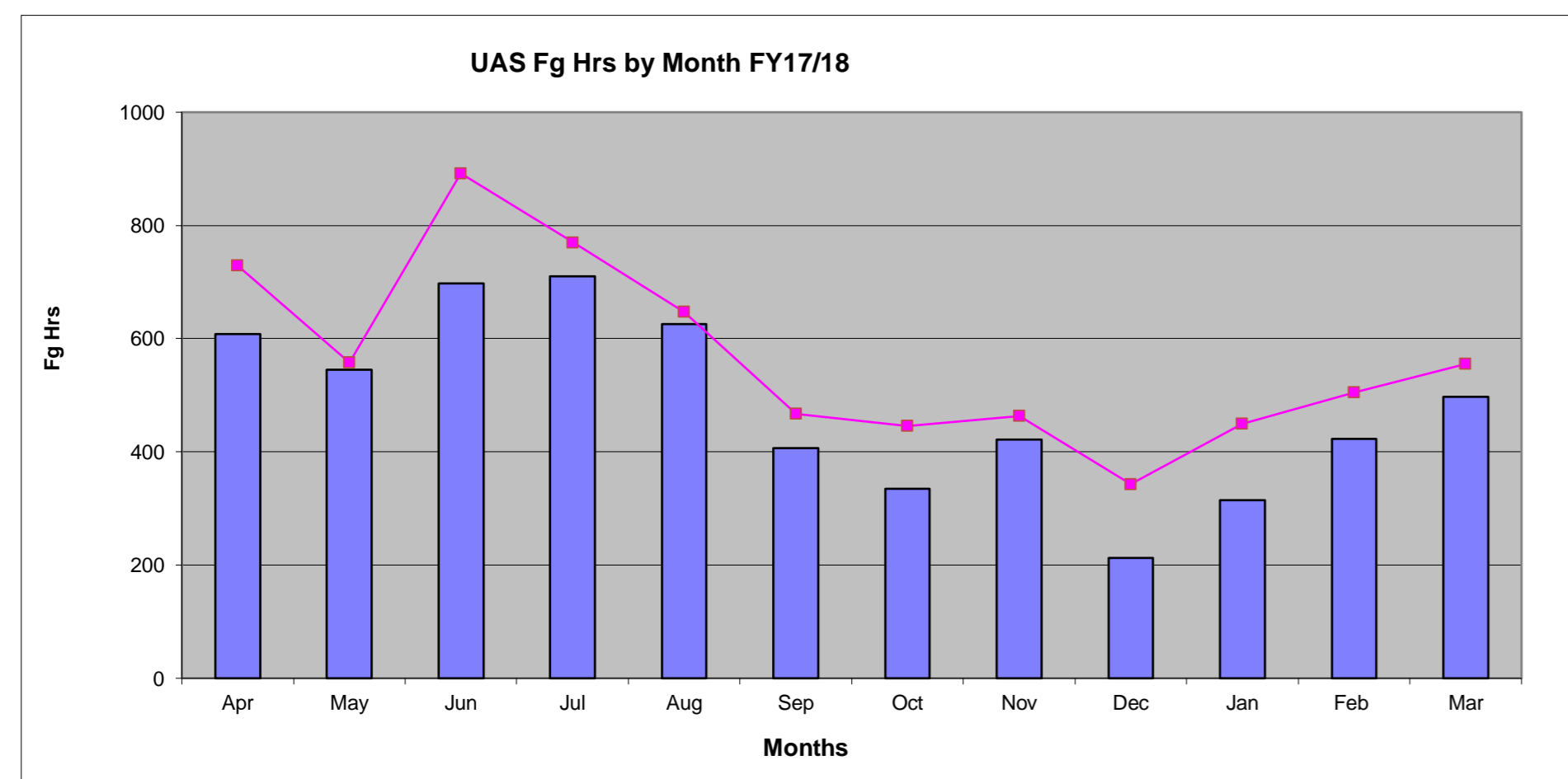
**UAS Student Sorties Completed FY17/18**



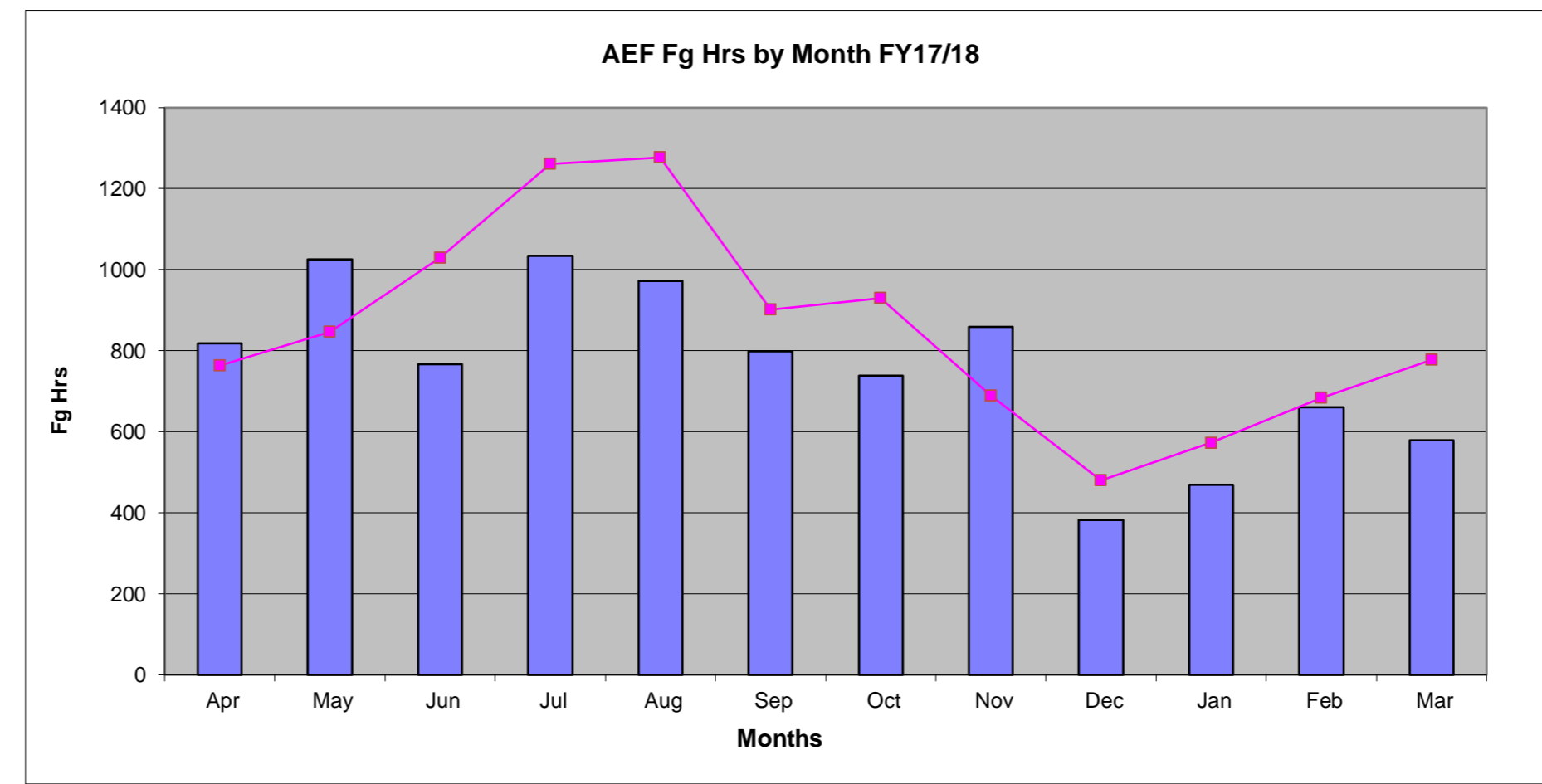
**Cadets Flown FY17/18**



**UAS Fg Hrs by Month FY17/18**



**AEF Fg Hrs by Month FY17/18**



**UAS Flying Achievement 2017/18**

Month	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
Profiled Hrs	729	558	892	770	647	467	446	463	343	449	505	555	6824
Actual Hrs	608	545	697	710	625	406	335	421	213	314	422	497	5797
Achieved Rate	83%	98%	78%	92%	97%	87%	75%	91%	62%	70%	84%	90%	85%

**AEF Flying Achievement 2017/18**

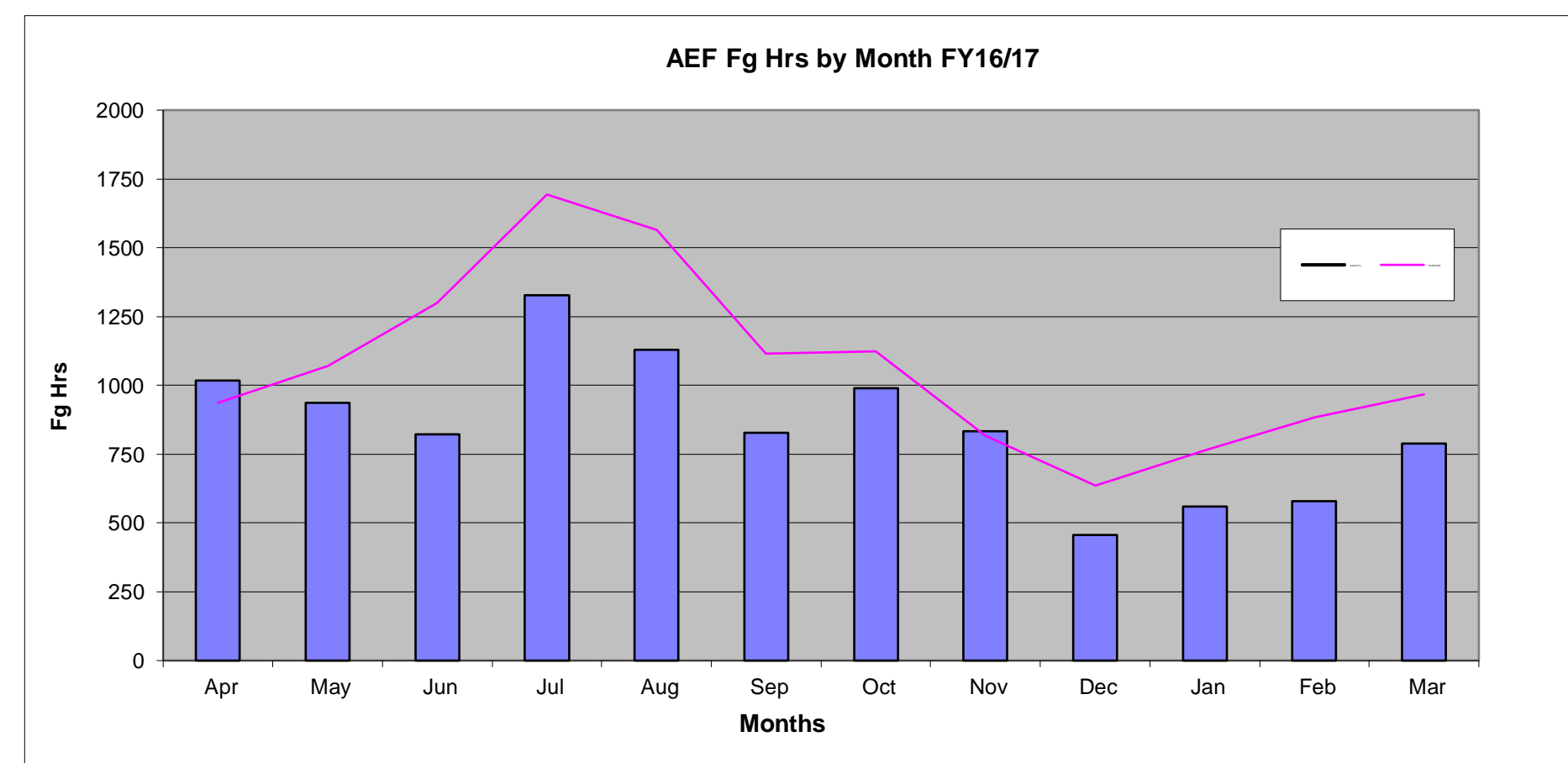
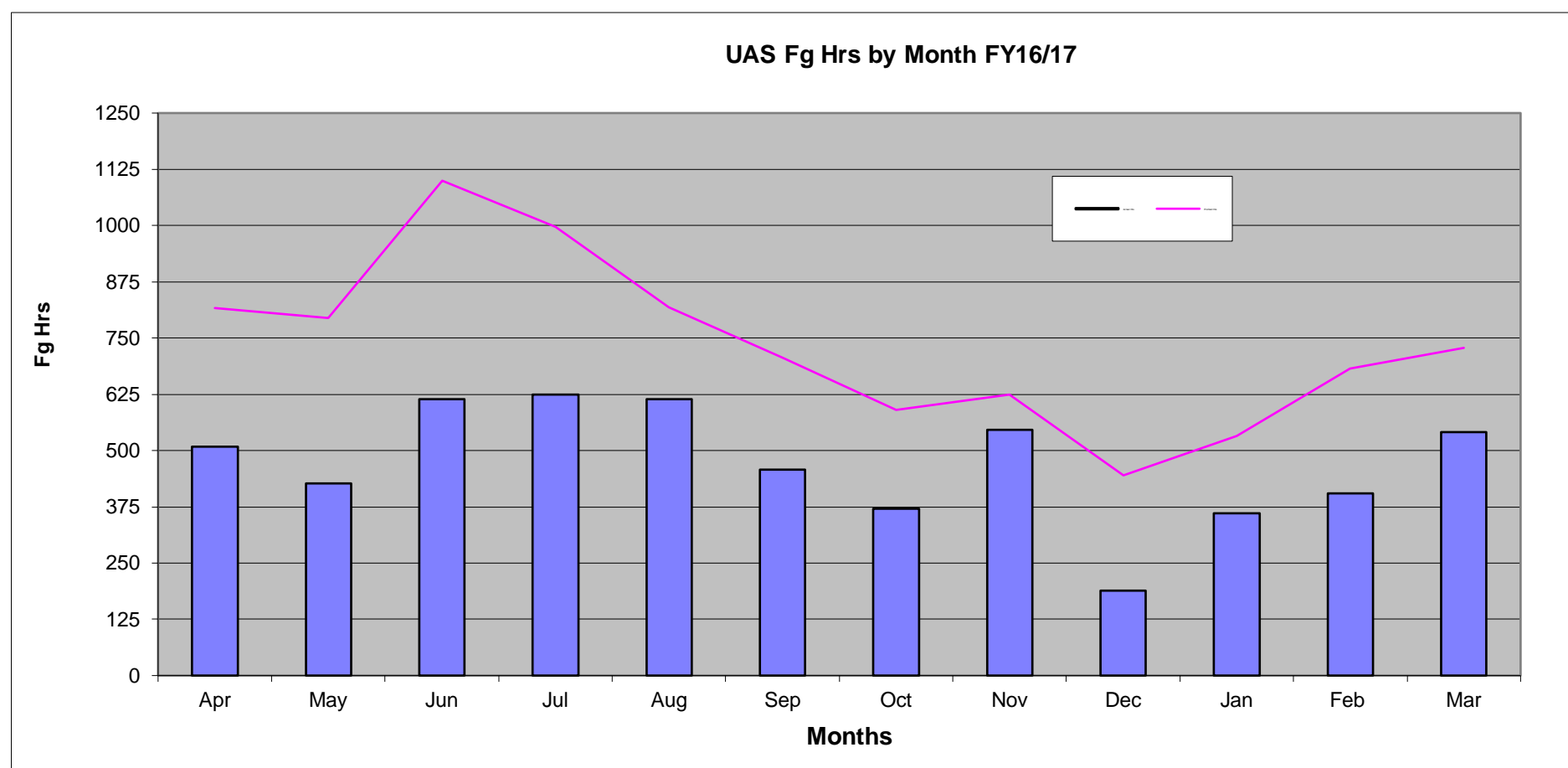
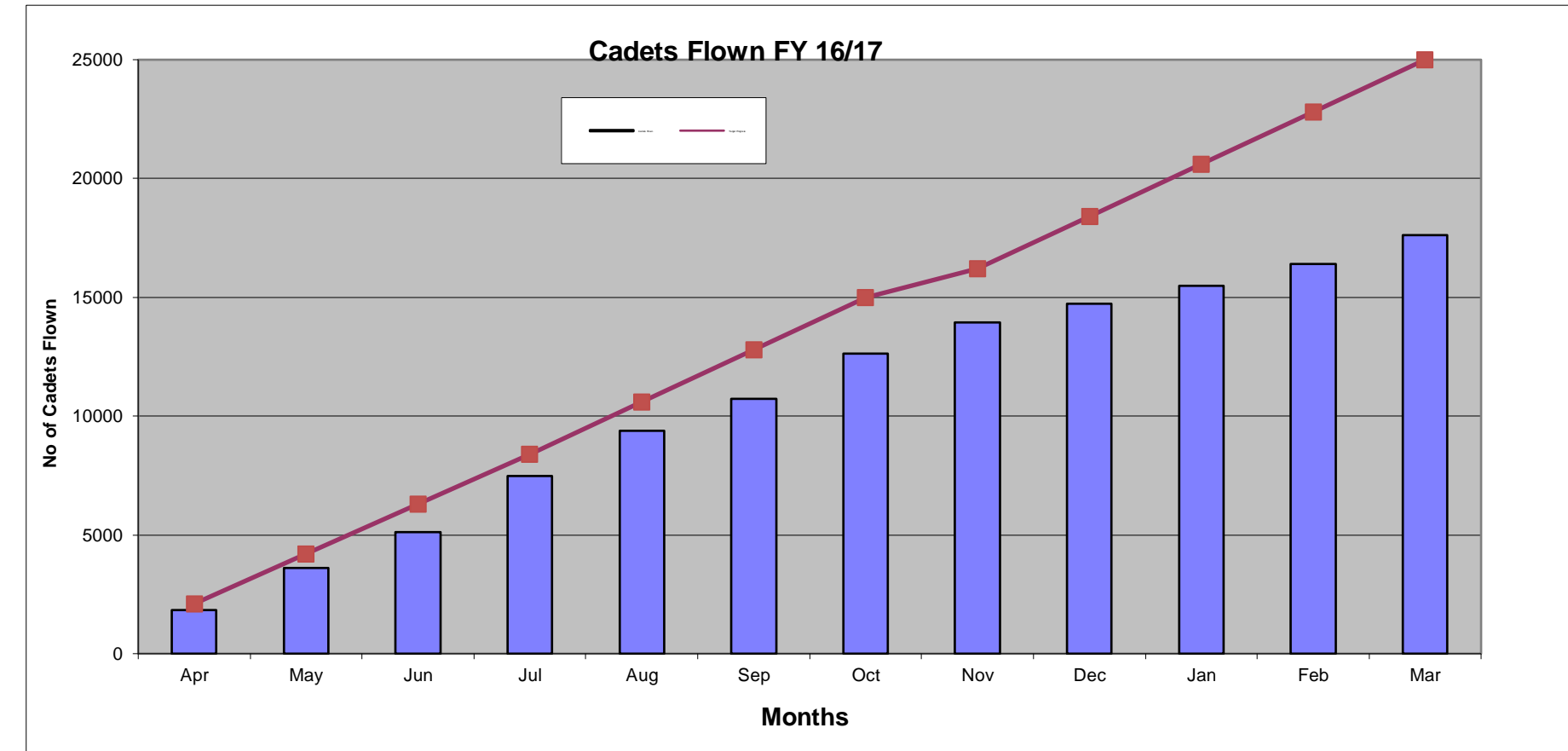
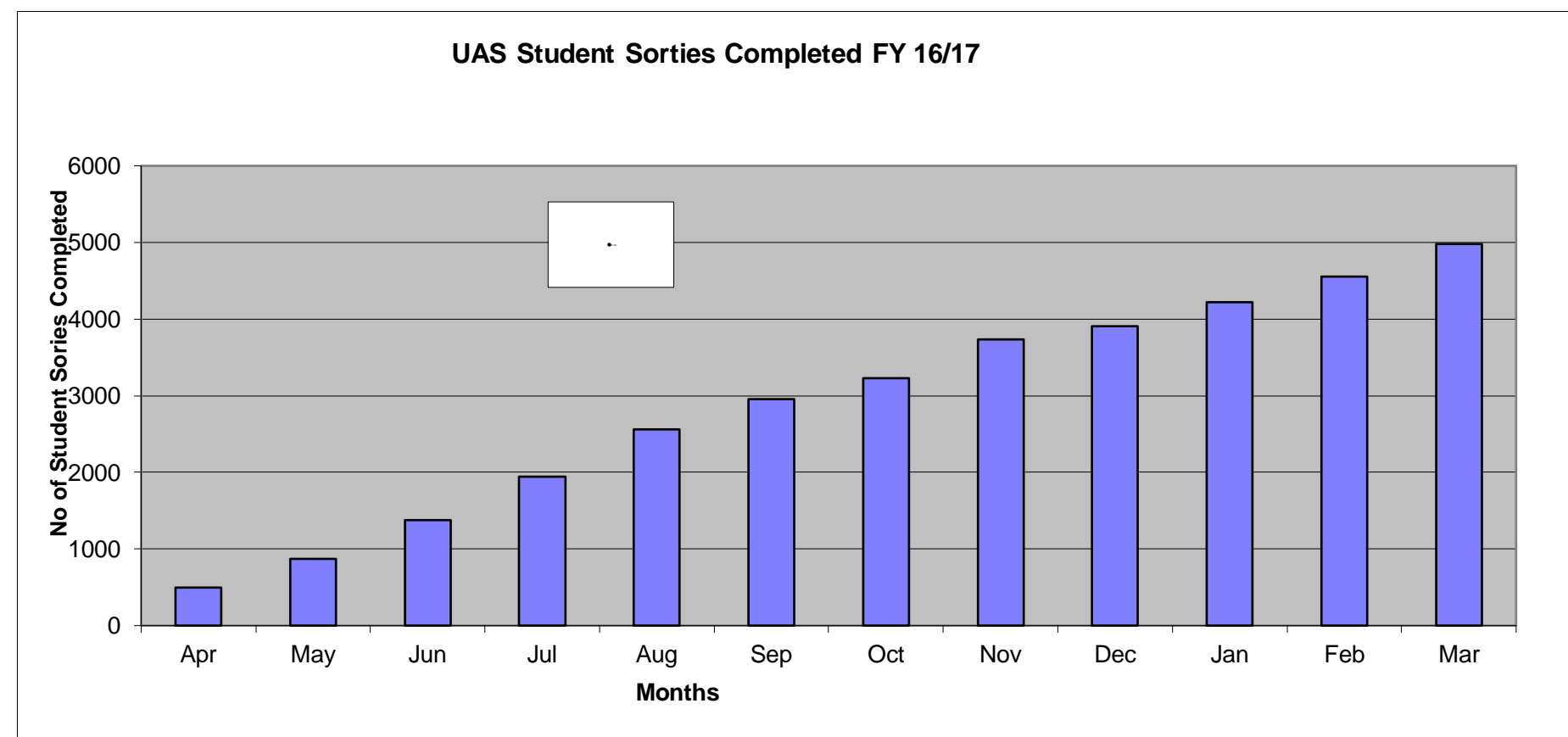
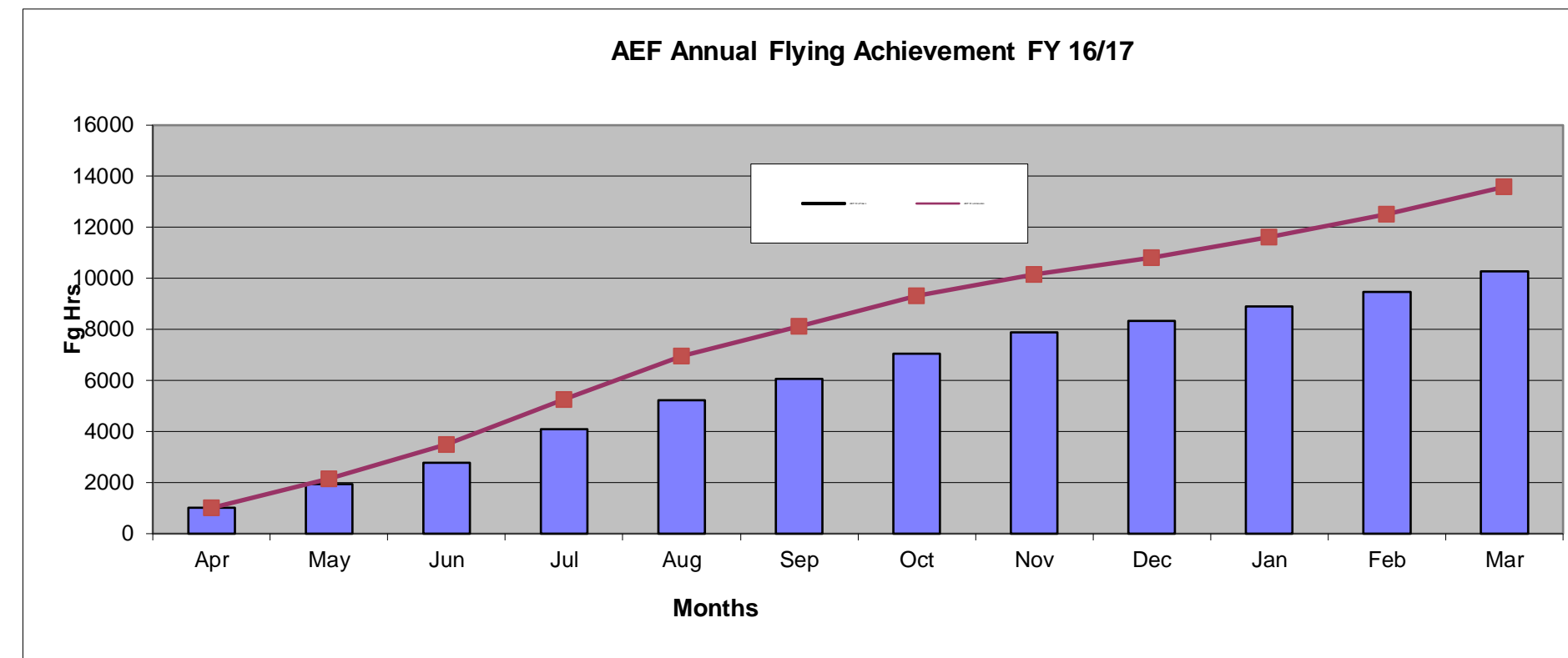
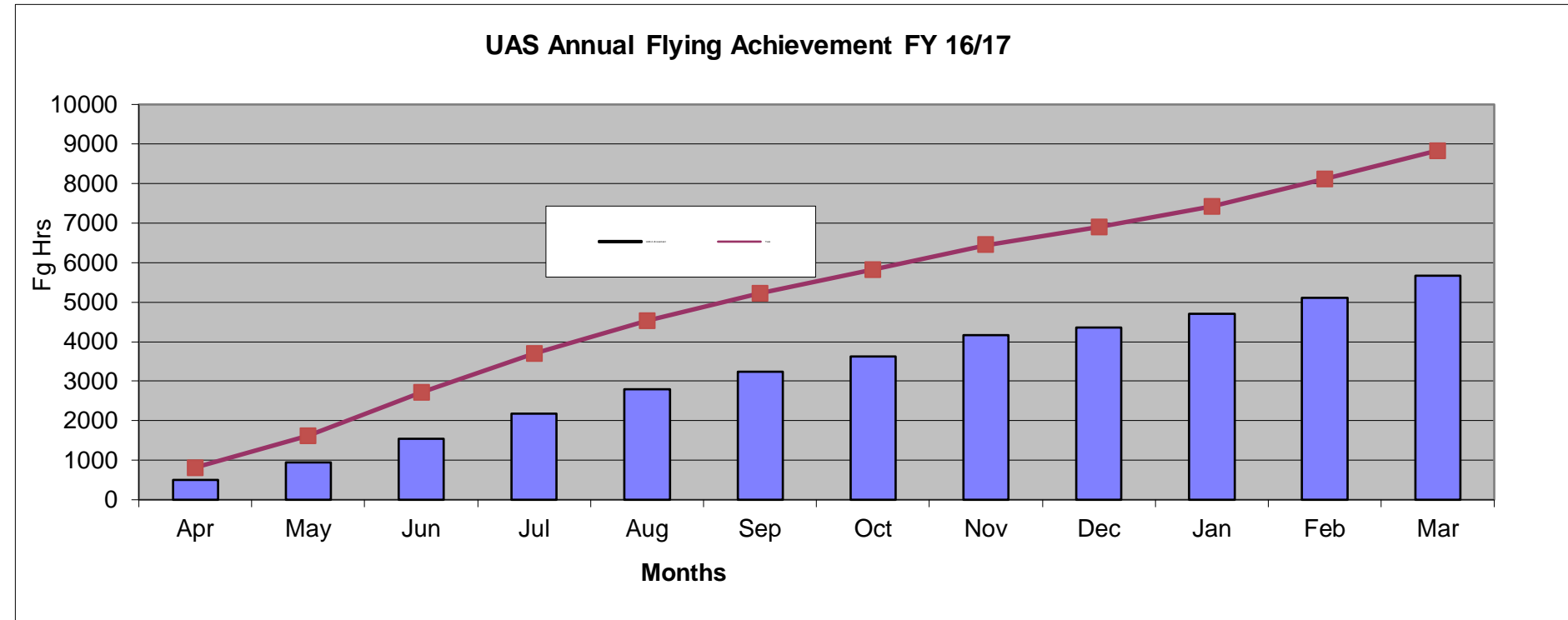
Month	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
Profiled Hrs	763	846	1030	1262	1277	902	930	689	480	573	683	778	10213
Actual Hrs	818	1025	766	1033	972	798	738	859	383	468	660	578	9102
Achieved Rate	107%	121%	74%	82%	76%	88%	79%	125%	80%	82%	97%	74%	89%





**UAS FLYING ACTIVITY SUMMARY FY16/17**

**AEF FLYING ACTIVITY SUMMARY FY 16/17**



**UAS Flying Achievement 2016/17**

Month	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
Profiled Hrs	817	794	1100	997	818	707	591	625	445	533	682	728	8837
Actual Hrs	509	427	613	624	614	458	371	546	188	360	405	540	5659
Profiled rate	69%	58%	83%	85%	83%	62%	50%	74%	26%	49%	55%	73%	64%
Achieved Rate	62%	54%	56%	63%	75%	65%	63%	87%	42%	68%	59%	74%	64%
Forecast AFT	5509	5133	5065	5182	5473	5516	5521	5796	5568	5609	5577	5659	
Forecast AFT %	62%	58%	57%	59%	62%	62%	62%	66%	63%	63%	63%	64%	

**AEF Flying Achievement 2016/17**

Month	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
Profiled Hrs	938	1070	1299	1694	1566	1115	1125	816	636	764	883	968	12874
Actual Hrs	1017	938	822	1326	1129	828	988	832	455	558	579	790	10268
Profiled rate	95%	87%	77%	124%	105%	77%	92%	78%	42%	52%	54%	74%	80%
Achieved Rate	109%	88%	63%	78%	72%	74%	88%	102%	72%	73%	66%	82%	80%
Forecast AFT	13970	11288	8152	10084	9283	9564	11317	13129	9220	9417	8451	10509	
Forecast AFT %	109%	98%	87%	84%	82%	81%	82%	84%	83%	82%	80%	81%	











Month	16(R) Sqn									UNIT TASK						57(R) Sqn						115(R) Sqn						
	SCT			Instructional			IDT			SCT			Instructional			IDT			SCT			Instructional						
	Hours Flown (hrs:min)	Allocation (n)		Hours Flown (hrs:min)	Allocation (n)	No of Syllabus DCOs	Hours Flown (hrs:min)	Allocation (n)	No of Syllabus DCOs	Hours Flown (hrs:min)	Allocation (n)		Hours Flown (hrs:min)	Allocation (n)	No of Syllabus DCOs	Hours Flown (hrs:min)	Allocation (n)	No of Syllabus DCOs	Hours Flown (hrs:min)	Allocation (n)		Hours Flown (hrs:min)	Allocation (n)	No of Syllabus DCOs	Hours Flown (hrs:min)	Allocation (n)	No of Syllabus DCOs	
Jan 14																												
Feb 14																												
Mar 14																												
Apr 14																												
May 14																												
Jun 14																												
Jul 14																												
Aug 14																												
Sep 14																												
Oct 14																												
Nov 14																												
Dec 14																												
Jan 15																												
Feb 15																												
Mar 15																												
Apr 15																												
May 15																												
Jun 15																												
Jul 15																												
Aug 15																												
Sep 15																												
Oct 15																												
Nov 15																												
Dec 15																												
Jan 16																												
Feb 16																												
Mar 16																												
Apr 16																												
May 16																												
Jun 16																												
Jul 16																												
Aug 16																												
Sep 16																												
Oct 16																												
Nov 16																												
Dec 16																												
Jan 17																												
Feb 17																												
Mar 17																												
Apr 17																												
May 17																												
Jun 17																												
Jul 17																												
Aug 17																												
Sep 17																												
Oct 17																												
Nov 17																												
Dec 17																												
Jan 18																												
Feb 18																												
Mar 18																												
Apr 18																												
May 18																												
Jun 18																												
Jul 18																												
Aug 18																												
Sep 18																												
Oct 18																												
Nov 18																												
Dec 18																												
Jan 19																												
Feb 19																												
Mar 19																												
Apr 19																												
May 19																												
Jun 19																												
Jul 19																												
Aug 19																												
Sep 19																												
Oct 19																												
Nov 19																												
Dec 19																												
Jan 20																												
Feb 20																												
Mar 20																												
Apr 20																												
May 20																												
Jun 20																												
Jul 20																												
Aug 20																												
Sep 20																												
Oct 20																												
Nov 20																												
Dec 20																												
Jan 21																												
Feb 21																												
Mar 21																												
Apr 21																												
May 21																												
Jun 21																												
Jul 21																												
Aug 21																												
Sep 21																												
Oct 21																												
Nov 21					</																							

