

RA 1023 – Chief Air Engineers – Air Safety Responsibilities

Rationale

Aviation Duty Holders (ADHs) are personally accountable¹ for ensuring the safe operation of Air Systems within their Area of Responsibility (AoR) and for ensuring that the associated Risks to Life (RtL) are As Low As Reasonably Practicable and Tolerable. Without appropriate specialist support, from a Suitably Qualified and Experienced Person (SQEP), technical aspects of an ADH's RtL assessments could become inaccurate and this would undermine their Air Safety Management System (ASMS). RA 1023 requires ADHs to be supported by a Chief Air Engineer (CAE) who is a SQEP Crown Servant.

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Chief Air Engineers

1023(1) Each ADH **shall** be supported by a SQEP Crown Servant CAE.

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Chief Air Engineers

1. ► ADH CAEs **should** hold a Letter of Authority.
2. When the issuer of a Letter of Authority departs their post, all Letters of Authority issued by that individual **should** remain valid for a maximum period of 3 months from when their replacement receives their own Letter of Authority. During this period, all sub-delegations **should** be reviewed and renewed as appropriate by the new incumbent. ◀

Senior Duty Holder (SDH) CAE

3. Each SDH **should**:
 - a. Appoint a SQEP Crown Servant CAE to provide them with specialist technical support in delivering their Air Safety responsibilities.
 - b. ► Issue the SDH CAE with a personal Letter of Authority detailing their responsibilities². ◀
4. SDH CAEs **should** provide their SDH with Assurance that:
 - a. Air Systems, Airborne Equipment and Airfield Support Equipment across the appropriate Service are being maintained in accordance with (iaw) extant Regulations, procedures, orders, the Air System Document Set (ADS), Approved Data and higher level instructions.
 - b. Engineering practices across their appropriate Service are to the appropriate standard.
5. SDH CAEs **should** provide their SDH with the following:
 - a. Technical advice on RtL.
 - b. Advice on technical issues associated with the acquisition of new Air Systems or air capabilities.
6. SDH CAEs **should** ensure that:
 - a. Operational Duty Holder (ODH) CAEs meet the SQEP criteria in Table 1 below. Where an appointed ODH CAE does not meet these criteria, the SDH CAE **should** personally authorize non-compliance on a case-by-case basis and inform the MAA³ ◀ of such decisions.
 - b. They issue ODH CAEs with personal Letters of Authority detailing their responsibilities, ► including ◀ the requirement for identifying ► appointed Level J and Level K authorized ◀ posts within the ODH's AoR².

¹ Refer to RA 1020 – ► ◀ Aviation Duty Holder and Aviation Duty Holder-Facing Organizations ► – Roles and Responsibilities. ◀

² Refer to RA 1006 – Delegation of Engineering Authorizations.

³ ► DSA-MAA-OA-ACC@mod.gov.uk. ◀

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- c. ODH CAEs are effective in the conduct of their role.

Table 1 – CAE SQEP Criteria

SQEP Criteria	DDH CAE	ODH CAE	SDH CAE
Engineering Council professional registration as a Chartered Engineer (CEng)	X	X	X
Has previous ▶◀ Level J experience	X	X	X
Has previous ▶◀ Level K experience		X	X
Has previous engineering experience in the acquisition environment (air domain)		X	X
Has successfully completed the Airworthiness of Military Aircraft Course - Practitioner (AMAC-P)▶◀ ⁴	X	X	
Has successfully completed the relevant Air System type-specific managers course – see para 17	X		
Has successfully completed the Duty Holder Air Safety Course (DHASC)▶◀ ⁴	X	X	X

ODH CAE

7. Each ODH **should** appoint a SQEP Crown Servant CAE to provide them with specialist technical support in delivering their Air Safety responsibilities.
8. ODH CAEs **should** provide the ODH and SDH CAE with Assurance that:
- Air Systems, Airborne Equipment and Airfield Support Equipment are being maintained in accordance with Regulations, procedures, orders, the ADS, Approved Data and higher level instructions.
 - Engineering practices across all ODH Air Systems and organizations are to the appropriate standard.
9. ODH CAEs **should** provide the ODH with the following:
- Technical advice on RtL.
 - Advice on technical issues associated with the acquisition of new Air Systems or air capabilities.
10. ODH CAEs **should** ensure:
- Delivery Duty Holder (DDH) CAEs meet the SQEP criteria in Table 1. Where an appointed DDH CAE does not meet these criteria, the ODH CAE **should** personally authorize non-compliance on a case-by-case basis and inform the MAA▶◀³ of such decisions.
 - That they issue DDH CAEs with personal Letters of Authority detailing their responsibilities, ▶including◀ the requirement for identifying ▶appointed Level J and Level K authorized◀ posts within the DDH's AoR².
 - DDH CAEs are effective in the conduct of their role.
 - Military Continuing Airworthiness Managers⁵ are effective in the conduct of their role.
 - That when multiple DDHs are operating from the same Station/Ship/Unit or Site, engineering activity is coordinated between all DDH CAEs.
11. ODH CAEs **should**:
- Act as the Engineering lead for the ODH engineering Quality Management System (QMS)⁶.

⁴ ▶ Course validities are detailed in RA 1440 – Air Safety Training.◀

⁵ Refer to RA 1011 – Military Continuing Airworthiness Manager Responsibilities.

⁶ Refer to RA 4700 – Military Air Environment Quality Policy.

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- b. Act as the Engineering lead for the ODH ASMS⁷, including for all support activities, ensuring that their AoR is adequately supported, resourced and managed in order to be safe to operate.

DDH CAE

12. Each DDH **should** appoint a SQEP Crown Servant CAE to provide them with specialist technical support in delivering their Air Safety responsibilities within their AoR.
13. DDH CAEs **should** provide the DDH with the following:
- Technical advice on Rtl.
 - Advice on technical issues associated with the acquisition of new Air Systems or air capabilities.
14. DDH CAEs **should** ensure that:
- Air Systems, Airborne Equipment and Airfield Support Equipment are being maintained iaw extant Regulations, procedures, orders, the ADS, Approved Data and higher level instructions.
 - Engineering practices across all DDH Air Systems and organizations are to the appropriate standard.
 - An effective DDH level engineering QMS⁶ is in place.
 - An effective process for ► the delegation² of ◀ engineering authorizations ►◀ is in place.
 - When multiple DDHs operate from the same Station/Ship/Unit or Site, all engineering activity is coordinated.
15. The DDH CAE **should** act as the engineering lead for the DDH ASMS⁷, including all support activities and ensure that their AoR is adequately resourced to support the DDH's ASMS.
16. DDH CAEs **should** provide the DDH and ODH CAE with Assurance of para 14 ►◀.

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17. Where Air System type-specific managers courses are not available, or a DDH CAE is responsible for several Air System types, an appropriate level of technical familiarisation is required for each Air System type.
18. It is understood that due to extant contractual arrangements, DDH CAEs may not be able to ensure that all Air Systems, Airborne Equipment and Airfield Support Equipment within their AoR are being maintained iaw extant Regulations and procedures, or engineering practices and Maintenance organizations are to the appropriate standard. In such circumstances, DDH CAEs ► need to ◀ conduct robust engineering activity in order to provide the DDH with an equivalent level of specialist engineering support.
19. An ADH is accountable¹ for the Continuing Airworthiness of the Air Systems in their AoR, which includes the Maintenance of those Air Systems. When an ADH has a Military Maintenance Organization in their AoR, they are required⁸ to appoint an individual that is responsible for ensuring that all Maintenance is carried out in compliance with MRP Part 145. This appointed person is typically expected to be the DDH CAE.

⁷ Refer to RA 1200 – Defence Air Safety Management.

⁸ Refer to RA 4806(1): Accountable Manager (Maintenance) (MRP 145.A.30(a)).

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