

RA 2357 – Troop Insertions and Extraction Systems

Rationale

The use of Troop Insertions and Extraction Systems (TIES) is conducted to generate a range of military capabilities. However, these activities may be associated with increased levels of Risk to Life (RtL). This Regulatory Article requires that Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) understand the division of safety responsibilities and have robust orders and procedures in place to govern TIES activity.

Contents

2357(1): Troop Insertions and Extraction Systems Governance

Regulation 2357(1)

Troop Insertions and Extraction Systems Governance

2357(1) ADH and AM(MF) **shall** ensure the RtL associated with TIES is managed within their Area of Responsibility (AoR) and that safety responsibilities associated with the activity are properly defined.

Acceptable Means of Compliance 2357(1)

Troop Insertions and Extraction Systems Governance

1. The Joint Air Delivery Test and Evaluation Unit (JADTEU) **should** produce and maintain Digital Air Publication (DAP) 101A-1114 Troop Insertions and Extraction Systems Manual (hereafter referred to in this Regulatory Article as the DAP). This publication **should** set out the techniques, limitations, equipment and training to be undertaken by those units conducting TIES.
2. Where TIES activities are conducted, ADH and AM(MF) **should** publish orders and instructions that detail how TIES activity is to be conducted on Aircraft within their AoR.
3. TIES activity **should** be conducted in accordance with (iaw) the DAP, the relevant Air System Document Set or, for non-Release To Service flying operations, the Military Permit To Fly or Contractors Flight Limitations Document and applicable ADH/AM(MF) orders and instructions.
4. Any deviation from the DAP **should** be discussed with JADTEU. If the deviation is associated with activity on the Aircraft, it **should** be approved by the relevant ADH or AM(MF).
5. Where TIES activity is conducted within their AoR, ADH and AM(MF) **should** ensure that this activity is specifically included within the Air System Safety Case (ASSC) iaw RA 1205¹. The ASSC **should** define the boundaries of safety responsibility between the ADH/AM(MF) and any ADH-Facing Organizations (such as the persons' Chain of Command) conducting the TIES activity.
6. The Chain of Command of the person(s) conducting TIES activity, as an ADH-Facing Organization, **should** ensure (through their Duty of Care responsibilities) that the person(s) are fully trained, competent, current, suitably equipped and fit to conduct the TIES activity iaw the DAP and any additional requirements stated in ADH/AM(MF) orders and instructions.

ADH/AM(MF) Orders and Instructions

7. Where TIES activities are conducted within their AoR, ADH and AM(MF) **should** publish orders and instructions that detail, as a minimum²:
 - a. The required Aircrew and Supernumerary Crew qualifications and competence levels required to conduct TIES within their AoR;
 - b. Aircrew and Supernumerary Crew training requirements prior to the conduct of TIES activity on Aircraft in their AoR;

¹ Refer to RA 1205 - Air System Safety Cases.

² This list is not exhaustive and ADH/AM(MF) **should** provide additional detail as necessary.

**Acceptable
Means of
Compliance
2357(1)**

- c. The approval and authorization process to be followed for TIES activity on Aircraft within their AoR;
- d. Restrictions or prohibited flight profiles, training events or manoeuvres for flights involving TIES;
- e. The minimum Aircrew qualifications, experience or currency requirements to conduct TIES activity on Aircraft within their AoR;
- f. The safety and survival drill requirements for TIES activity on Aircraft within their AoR;
- g. The wearing and carriage requirements of approved Aircrew Equipment Assemblies (AEA) and Safety Equipment during TIES activity;
- h. Training and operating requirements for ADH-Facing Organizations.

TIES Accident and Incident Reporting

8. TIES accidents or incidents **should** be reported iaw RA 1410³. Consideration **should** also be given to reporting under the respective single-service reporting mechanisms iaw JSP 375⁴.

**Guidance
Material
2357(1)****Troop Insertions and Extraction Systems Governance**

9. Safety responsibilities for TIES are divided between those pertinent to aviation and those pertinent to the specific conduct of the activity. For example, there are responsibilities regarding on-Aircraft safety and the air-delivery of personnel to within safe navigation parameters etc that would routinely be the responsibility of the ADH or AM(MF). Similarly, there are responsibilities regarding personnel and equipment, such as fitness and training etc that would be the responsibility of the Commander who holds Duty of Care responsibility for the personnel undertaking the specific activity.

10. Where TIES is conducted on Aircraft within their AoR, ADH and AM(MF) orders and instructions will have robust procedures and processes for the management of the RtL associated with the activity but also how the ADH-Facing/Duty of Care responsibilities of ground commanders or other organizations involved with the activity are to be conducted. Both the ADH (or AM(MF)) and the Commander will understand the division of responsibilities prior to conducting the activity.

11. For the purposes of this RA, TIES include the following techniques:

- a. Fast Roping;
- b. Abseiling from helicopters;
- c. Deplaning Rope Descender;
- d. Ladder Troop Extraction Systems, and;
- e. Rope Troop Extraction Systems.

³ Refer to RA 1410 – Occurrence Reporting and Management.

⁴ Refer to JSP 375 - Management of Health and Safety in Defence.