

► This RA has been substantially re-written; for clarity, no change marks are presented – please read RA in entirety ◀

RA 1019 - Sponsor of Military Registered Civilian-Owned and Civilian Operated Air Systems - Air Safety Responsibilities

Rationale

For operational and technical reasons, the Defence Air Environment may need to utilize Civilian-Owned and / or Civilian Operated UK military registered Air Systems. Not having the flexibility to utilize Civilian-Owned and / or Civilian Operated UK military registered Air Systems may impact on the ability to deliver core activities. For an Applicant to obtain military registration of a Civilian-Owned Air System they are to have the endorsement of an appropriate Sponsor, who will be responsible for assuring themselves that appropriate Air Safety arrangements are in place.

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Regulation 1019(1)

Air Safety Responsibilities of the Sponsor

1019(1) The Sponsor **shall** assure themselves that appropriate Air Safety arrangements are in place for Civilian-Owned and / or Civilian Operated UK military registered Air Systems.

Acceptable Means of Compliance 1019(1)

Air Safety Responsibilities of the Sponsor

1. The Sponsor of Civilian-Owned and / or Civilian Operated UK military registered Air Systems **should** be at 2* level or above with an appropriate delegation from the relevant service Chief of Staff¹ or Defence Equipment and Support (DE&S) Chief Executive Officer.
2. The Sponsor **should**:
 - a. Approve and issue the Certificate of Usage (CofU)².
 - b. Submit the Application for Approval in Principle for entry onto the UK Military Aircraft Register (MAR)³.
 - c. Ensure that an appropriate model for Type Airworthiness (TAW) management is in place dependent on the Air System's Operating Category and define the delegation of TAW responsibilities between the Type Airworthiness Authority (TAA)⁴ and TAW Manager (TAM)⁵.
 - d. Ensure that Air Safety governance arrangements are in place for Civilian Operated (Development), (In-Service)⁵ and (Special Case Flying)⁶ Air Systems.
 - e. Ensure that appropriate assurance of Air Safety arrangements for Civilian Operated (Development), (In-Service)⁷ and (Special Case Flying)⁸ Air Systems is conducted.

¹ Chief of Air Staff, Chief of General Staff, Chief of Naval Staff.

² Refer to RA 1160(3): Certificate of Usage.

³ Refer to RA 1161(2): Application for Approval in Principle.

⁴ Refer to RA 1015 – Type Airworthiness Authority - Roles and Responsibilities.

⁵ Refer to RA 1162(1): Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems.

⁶ Refer to RA 1163(1): Air Safety Governance Arrangements for Special Case Flying Air Systems.

⁷ Refer to RA 1162(2): Assurance of the Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems.

⁸ Refer to RA 1163(2): Assurance of Air Safety Governance Arrangements for Special Case Flying Air Systems.

**Acceptable
Means of
Compliance
1019(1)**

- f. Ensure an appropriate level of independent scrutiny is conducted of an Air System's Military Permit to Fly (MPTF) (In-Service) recommendation⁹, MPTF (In-Service)¹⁰ and MPTF (Special Case Flying)¹¹.
- g. Submit the Request for Activation onto the UK MAR¹².
- h. Authorize and issue the Air System's MPTF (In-Service)¹⁰.
- i. Issue the Certificate for Commencement of Flight for Civilian Operated (Special Case Flying) Air Systems¹¹.
- j. Review an AM(MF)'s annual Safety Statement¹³.

**Guidance
Material
1019(1)**

Air Safety Responsibilities of the Sponsor

- 3. If the Sponsor is not in DE&S, the agreement of a DE&S Operating Centre Director¹⁴ will be required to appoint an appropriate TAA. For Special Case Flying a TAA might not be required and a Sponsor may, instead, appoint a TAM⁶ for all TAW management.
- 4. When deciding upon a model for TAW management, and the level to which responsibilities are delegated between a TAA and a TAM, the Sponsor is recommended to seek advice and guidance from an appropriate OCD 2*.
- 5. The regulatory requirements of paragraph 2c do not apply to Open and Specific S1 Category RPAS.

⁹ Refer to RA 1305(2): Military Permit to Fly (In-Service) Recommendation.

¹⁰ Refer to RA 1305(3): Military Permit to Fly (In-Service) Preparation and Authorization.

¹¹ Refer to RA 1305(5): Military Permit to Fly (Special Case Flying).

¹² Refer to RA 1161(3): Request for Activation on the UK Military Aircraft Register.

¹³ Refer to RA 1205(3): The Safety Statement

¹⁴ Refer to RA 1013 – Air Systems Operating Centre Director - Provision of Airworthy and Safe Systems.