

RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems

Rationale

UK Military Registration may be granted to a Civilian-Owned or foreign Military-Owned Air System that is not operated in MOD Interest and is not eligible for Civil Registration, if it is deemed to be in the interests of the wider UK Government; their operation is categorized as Special Case Flying. Although Special Case Flying is not in the MOD Interest, the issue of a Certificate of Usage (CofU) by the Sponsor creates a legal liability for the oversight of Air Safety to ensure that Air Safety arrangements are being appropriately managed for the defined operating context. This RA details the Air Safety governance arrangements for the Special Case Flying of UK military registered Air Systems.

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Definitions

Definitions Relevant to this RA

1. **Type Airworthiness Manager.** A Type Airworthiness Manager (TAM) is a role within a Design Approved Organization Scheme (DAOS) approved organization with an approved Type Airworthiness (TAW) Management Supplement, for a named individual who has been assessed by the MAA as competent to hold the MAA Regulatory Publications (MRP) delegable TAW responsibilities and has been appointed by the Air System's Sponsor. The TAM's responsibilities, once formalized by the Sponsor and directed to the Accountable Manager (Military Flying) (AM(MF)), are to be detailed in a TAW supplement to the respective DAOS approval exposition.

Regulation 1163(1)

Air Safety Governance Arrangements for Special Case Flying Air Systems

- 1163(1) Prior to operation of the Air System, the Sponsor **shall** ensure that Air Safety governance arrangements are in place for Special Case Flying Air Systems.

Acceptable Means of Compliance 1163(1)

Air Safety Governance Arrangements for Special Case Flying Air Systems

1. Prior to operation of an Air System, the Sponsor **should** ensure that the AM(MF):
 - a. Is supported by competent organizations in accordance with (iaw) RA 1005¹.
 - b. Is supported by a MAA approved TAM for the management of TAW.
 - c. Will operate the Air System within the flight conditions as defined and permitted by the Military Permit to Fly (MPTF) (Special Case Flying)² or MPTF (Development)³.
 - d. Is supported by a MAA approved Continuing Airworthiness Management Organization (CAMO), iaw RA 1016⁴.

¹ Refer to RA 1005 – Contracting with Competent Organizations.

² Refer to 1305(5): Military Permit to Fly (Special Case Flying).

³ Refer to RA 5880 – Military Permit to Fly (Development) (MRP 21 Subpart P).

⁴ Refer to RA 1016 – Military Continuing Airworthiness Management.

**Acceptable
Means of
Compliance
1163(1)**

- e. Can actively manage Air Safety and Operating Risk to Life (RtL) iaw RA 1024⁵.
- f. Owns and manages the appropriate Live Air System Safety Case (ASSC) as detailed iaw RA 1205⁶.

**Guidance
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Air Safety Governance Arrangements for Special Case Flying Air Systems

- 2. For Civilian-Owned and Civilian Operated Air Systems⁷, the Sponsor approves an appropriate model for TAw management between a TAA and a TAM. For Special Case Flying it is appropriate that TAw management is undertaken solely by a TAM.
- 3. For Civilian-Owned and Civilian Operated Air Systems, the MAA mandated four areas of non-delegable TAw responsibilities. For Special Case Flying, these non-delegable TAw stipulations do not apply.

**Regulation
1163(2)**

Assurance of the Air Safety Governance Arrangements for Special Case Flying Air Systems

- 1163(2) The Sponsor **shall** ensure that appropriate assurance of the Air Safety arrangements for Special Case Flying Air Systems is conducted.

**Acceptable
Means of
Compliance
1163(2)**

Assurance of the Air Safety Governance Arrangements for Special Case Flying Air Systems

- 4. The Sponsor **should** nominate a crown servant who is competent and Suitably Qualified and Experienced Person (SQEP) to provide an appropriate level of assurance, dependent upon the operating context, of all Air Safety arrangements; including Operating, TAw, Continuing Airworthiness (CAw) and the management of RtL and an ASSC within an Air Safety Management System (ASMS).
- 5. The Sponsor **should** ensure that all activities associated with the management of Air Safety and operation of the Air System are compliant with the MRP.

**Guidance
Material
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Assurance of the Air Safety Governance Arrangements for Special Case Flying Air Systems

- 6. The level of assurance required is dependent upon the nature, frequency and location of flying operations. The Sponsor determines the level of assurance required of the Air Safety arrangements, and the decision-making activity that is being undertaken to support those arrangements, as appropriate for the activity.
- 7. When undertaking assurance, it is important to assure that, as a minimum;
 - a. Arrangements are in place for the management of RtL within an ASMS and Live ASSC.
 - b. Arrangements are in place for the management of Flying Operations.
 - c. Arrangements are in place for the management of CAw.
 - d. Arrangements are in place for Maintenance of the Air System.
 - e. Arrangements in place for management of TAw.
 - f. The Air System is being operated within the flight conditions as defined and permitted by the MPTF (Special Case Flying). Where the Air System is undertaking developmental activity, under the MPTF (Development)³, assurance will be appropriate to enable oversight of the TAM's authorization process and not re-occurring assurance of every MPTF (Development) event.

⁵ Refer to RA 1024 – Accountable Manager (Military Flying).

⁶ Refer to RA 1205 – Air System Safety Cases.

⁷ Refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems.

**Guidance
Material
1163(2)**

8. The nominated Crown Servant is to ensure that the AM(MF) has sought appropriate advice on the operating aspects of the Air Safety arrangements from appropriate SQEP. The complexity of the arrangements and the activity being assured (novel and complex or inherently military in style) will dictate the level of SQEP. They are to pay particular attention to those activities which are not normally within the capability of the flying organization and where SQEP external to the organization is being utilized.

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