

RA 1164 – Transfer of UK Military Registered Air Systems

Rationale

Air System transfers, occurring either by Allotment or Allocation, provide Defence with the flexibility to effectively manage an Air System Fleet and maximise Operational Capability. However, without a clear framework for the continued ownership of Air Safety governance arrangements, there is a risk that the management of Air Safety responsibilities may be ineffective or neglected entirely, with the result that the risks associated with operation of the Air System are not adequately managed. This RA details the required oversight of Air Safety governance arrangements for all Air System transfers.

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1164(3): Transfer of UK Military Registered Air Systems by Allocation

Definitions

Definitions Relevant to this RA

1. **Allotment.** Transfer of UK Military Registered Air Systems by Allotment occurs between Aircraft Operating Authorities (AOA), or to / from the Air and Space Warfare Centre (ASWC) for trials activity, either on a Permanent, Temporary or Chock-to-Chock Basis. The accountability and responsibility for the governance of the Air System's Air Safety arrangements are transferred to the receiving Aviation Duty Holder (ADH) / Accountable Manager (Military Flying) (AM(MF)).
2. **Allocation.** Transfer of UK Military Registered Air Systems by Allocation occurs for the purpose of Air System fleet management and / or Allocation to a specific task / event. Transfer occurs within an AOA and accountability and responsibility for the governance of the Air System's Air Safety arrangements are bespoke to the transfer context and are to be retained by the ADH / AM(MF).

Regulation 1164(1)

Permanent Allotment of UK Military Registered Air Systems between Aircraft Operating Authorities

1164(1) When permanently transferring an Air System on the UK Military Aircraft Register (MAR) between AOAs (Military or Civilian) via Allotment, the receiving Operating Duty Holder (ODH) / AM(MF) **shall** ensure that Air Safety arrangements are in place.

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3. The permanent transfer of an Air System by Allotment **should** transfer accountability to the receiving organization for:
 - a. The management of Risk to Life (RtL) and ownership of an Air System Safety Case (ASSC).
 - b. Flying operations governance through the utilization of the receiving AOAs Operating Orders, Authorizations and Supervision processes.
 - c. The management of Continuing Airworthiness (CAw) and Maintenance of the Air System.
4. Accountability for Type Airworthiness (TAw) **should** remain with the ►◄ nominated Type Airworthiness Authority (TAA) ► and / or Type Airworthiness

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Manager¹ (TAM), dependent upon the Sponsor's endorsed model for TAW management. However, where the accountability of TAW changes, the receiving TAA / TAM **should** ensure that they fully understand the configuration of the Air System. ◀

5. ▶ For Civilian-Owned or Civilian Operated Air Systems ◀, the Sponsor, once notified of an Air System Allotment, **should** review the Air Safety Governance arrangements, ▶ any change in Operating Category² ◀ and submit a request to update the Certificate of Usage (CofU) as appropriate.

6. The Military Continuing Airworthiness Manager (Mil CAM) **should** produce orders / procedures ▶ ◀ to detail the process and general conditions of transfer ▶³ ◀. These orders **should** explicitly require:

- a. The dispatching organization to be responsible for compliance with the directed conditions of transfer.
- b. The receiving organization to report where an Air System is received in an unsatisfactory condition, in accordance with (iaw) RA 4815⁴.
- c. The transfer to be documented using the Allotment Order / Receipt templates hosted on the MAA's websites.

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Permanent Allotment of UK Military Registered Air Systems between Aircraft Operating Authorities

7. ▶ RA 1161(4)⁵ ◀ and Def Stan 05-100 are to be checked to ensure that appropriate indemnity arrangements are in place.

8. Guidance for Mil CAMs in the production of orders / procedures is detailed at Annex A.

**Regulation
1164(2)**

Temporary Allotment of UK Military Registered Air Systems between Aircraft Operating Authorities

1164(2) When an Air System on the UK MAR is temporarily transferred to the Air & Space Warfare Centre (ASWC)⁶ or between AOAs (Military or Civilian) via Allotment, the receiving ODH / AM(MF) **shall** ensure that Air Safety arrangements are in place.

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Temporary Allotment of UK Military Registered Air Systems between Aircraft Operating Authorities

9. The temporary transfer of an Air System by Allotment **should** transfer accountability to the receiving organization for:

- a. The management of RtL and ownership of an ASSC.
- b. Flying operations governance through the utilization of the receiving AOAs Operating Orders, Authorizations and Supervision processes.

10. Responsibility for CAW **should** remain with the Air System's nominated Mil CAM.

11. Accountability for TAW **should** remain with the ▶ nominated ◀ TAA ▶ and / or TAM¹, dependent upon the Sponsor's endorsed model for TAW management. ◀

¹ ▶ Where the Air System is Civilian-Owned, ownership of regulatory responsibility by either the TAA or TAM needs to be agreed within the Sponsor's approved model for TAW management; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems.

² Refer to RA 1160 – The Defence Air Environment Operating Framework. ◀

³ Refer to RA 4009 – Aviation Engineering Orders and Procedures.

⁴ Refer to RA 4815 - Maintenance Procedures and Safety and Quality Policy (MRP 145.A.65).

⁵ ▶ Refer to RA 1161(4): Indemnity. ◀

⁶ A temporary allotment to ASWC includes the Air Test and Evaluation Collaboration (ATEC).

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12. Temporary Allotment of Air Systems **should** be supported by a formal documented agreement / Memorandum of Understanding (MOU) between ODHs / AM(MF)s, which explicitly addresses the following:
- The governance arrangements under which Flying Operations will be undertaken; including Flying Orders, Authorizations and Supervision processes, stating the relevant MAA Contractor Flying Approved Organization Scheme (CFAOS) approval.
 - The AOA within which supervision of the transfer flight will take place, if different from AMC para 12a.
 - The principles for agreeing, and subsequently resolving, any activity on the Air System that would make the Air System potentially unfit for return to the original AOA.
 - The governance arrangements for TAW management, ► **noting the TAW management model as detailed by the Sponsor.** ◀
 - The governance arrangements for the management of CAW, stating the relevant MAA Continuing Airworthiness Management Organizations (CAMO) Approval.
 - Agree the conditions of transfer, including receipt and dispatch, that are not detailed within Mil CAM Orders and procedures.
 - The period of transfer or the notice of termination to be given.
 - Any support required by the receiving organization.
13. For Air Systems being allotted on a Chock-to-Chock basis, the process **should** be captured in the documented formal agreement between ODH / AM(MF)s and, for each sortie, the Authorization Record **should** be annotated with: the organization that the Air System has been allotted to; which orders are being followed; and who the Delivery Duty Holder (DDH) / AM(MF) is for the activity. Eg *Air System ► Allotted◀ to the AWC; ASWC Event flown iaw ASWC Air Staff Orders (ASWCASOs); DDH for the event Chief Test Pilot.*
14. If the Authorization Record is not appropriate for use, for example during ground trials, the MOD Form 700 or equivalent **should** be used.
15. The Mil CAM **should** produce orders / procedures to detail the process and general conditions of transfer.
16. Mil CAMs **should** document the transfer using the Allotment of Air Systems / Receipt templates hosted on the MAA's websites.
17. ► **For Civilian-Owned Air Systems, the Sponsor, once notified of an Air System Allotment, should review the Air Safety Governance arrangements, any change in Operating Category¹ and update the CofU as appropriate.** ◀

Guidance Material 1164(2)

Temporary Allotment of UK Military Registered Air Systems between Aircraft Operating Authorities

18. In derogation to paragraph 9, when an Air System transfer occurs between a Military Operator and Civilian Operator (eg where a CFAOS approved organization is undertaking post Maintenance test flights) the transferring AOA may, due to the short duration conditions of the Air System's post Maintenance test flights, elect to retain accountability for the responsibilities at Paras 9a and 9b within their AOA Air Safety governance process.
19. If the AOA determines that the temporary Allotment is for an extended duration, then the accountability for CAW may benefit from transfer to the receiving ODH / AM(MF)'s Mil CAM.
20. Guidance for Mil CAMs in the production of orders / procedures is detailed at Annex A.
21. ► **RA 1161(4)⁵** ◀ and Def Stan 05-100 are to be checked to ensure that appropriate indemnity arrangements are in place.

**Regulation
1164(3)**

Transfer of UK Military Registered Air Systems by Allocation

1164(3) When transferring an Air System on the UK MAR within an AOA by Allocation, the ODH / AM(MF) **shall** ensure that appropriate Air Safety arrangements remain in place.

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Transfer of UK Military Registered Air Systems by Allocation

22. Transfer by Allocation **should** only occur for the purpose of specific tasking, storage, or arrangements to satisfy a Fleet Management plan.
23. Accountability for the management of RtL, ownership of an ASSC, supervision of flying operations, CAw **should** remain with the ODH / AM(MF).
24. Accountability for TAw **should** remain with the ► **nominated** ◀ TAA ► **and / or TAM¹**, dependent upon the Sponsor's endorsed model for TAw management. ◀
25. The Mil CAM **should** produce orders / procedures to detail the process and general conditions of transfer.
26. For Air Systems transferred into Storage, a Mil CAMO **should** be nominated to maintain management of CAw⁷.

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Transfer of UK Military Registered Air Systems by Allocation

27. Guidance for Mil CAMs in the production of orders / procedures is detailed at Annex A.

⁷ ► Refer to ◀ RA 1016 – Military Continuing Airworthiness Management.

ANNEX A**GUIDANCE MATERIAL FOR MIL CAM IN THE PRODUCTION OF ORDERS / PROCEDURES FOR ALLOTMENT / TRANSFER****Standard of Transfer**

1. The Air System will be transferred in a serviceable condition unless agreed by all stakeholders, or a concession has been granted by the TAA or delegated authority.
2. Consideration will be given to the following during the production of the standard of transfer:
 - a. Preventive Maintenance forecast⁸.
 - b. Outstanding and embodied modifications⁹.
 - c. Outstanding and completed Special Instructions (Technical)¹⁰.
 - d. Current MOD Form 703 and MOD Form 704 (or Technical Log equivalent) entries.
 - e. The remaining life of components.
 - f. Special fits and role equipment.
 - g. Baseline Airworthiness Review Certificate and Military Airworthiness Review Certificate requirements¹¹.
 - h. Certificate of Airworthiness (where applicable).

Transfer of Air Systems between Forward / Line and Depth/Base

3. When an Air System is transferred between Forward / Line and Depth / Base for Maintenance or storage, a Statement of Work (SOW) will be raised. The SOW will incorporate, as a minimum, the following information / requirements:
 - a. Air System details:
 - (1) Custodian.
 - (2) Air System type / mark / serial number.
 - (3) Current airframe hours / life used.
 - b. Transfer details:
 - (1) Date task to commence.
 - (2) Maintenance organization.
 - c. Maintenance requirements (examples):
 - (1) Preventive Maintenance requirements.
 - (2) Component replacements.
 - (3) Modifications to be embodied, including those issued during the maintenance period.
 - (4) Special Instructions (Technical) to be satisfied, including those issued during the maintenance period / Storage requirement.
 - (5) MOD Form 703, MOD Form 704 and variants, rectification, repairs and other corrective Maintenance.
 - (6) Surface finish.
 - (7) Aircraft weigh.
 - (8) Compass swing.
 - (9) Maintenance Test Flight requirements.
 - (10) The requirement for a period of Maintenance-free operation on return to Forward / Line.

⁸ Refer to RA 4961 – Aircraft Maintenance Programme and Military Continuing Airworthiness Management Organization Responsibilities for Air System Release - MRP Part M Sub Part C.

⁹ Refer to RA 4963 – Modifications and Repairs - MRP Part M Sub Part C.

¹⁰ Refer to RA 4962 – Special Instructions (Technical) - MRP Part M Sub Part C.

¹¹ Refer to RAs 4970 to 4974: Airworthiness Review (AR) Regulation.

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