

RA 2301 - Responsibility for an Air System

Rationale

Responsibility for an Air System is transferred between the Continuing Airworthiness Management Organization and the Aircrew when flying operations take place. A failure to correctly record this process could result in a breakdown in Maintenance activity and increase Risk to Life. ►◄ It is necessary to record the transfer of custody and responsibility of an Air System when it is released to and from flying operations or has a flying requirement or taxi check raised post Maintenance, to ensure that an auditable record exists.

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Regulation 2301(1)

Transfer of Custody of Air Systems

2301(1) Custody of, and responsibility for, an Air System **shall** transfer to the Aircraft Commander from the time the acceptance certificate is signed until the after-flight declaration is completed.

Acceptable Means of Compliance 2301(1)

Transfer of Custody of Air Systems

1. The Aircraft Commander **should** ensure that ►they are◄ satisfied with the declared condition of the Air System when the acceptance certificate is signed. If ►they are◄ not satisfied, ►they◄ **should** declare the Air System unserviceable.
2. Once custody of the Air System has been accepted, the Aircraft Commander **should** authorize and monitor any subsequent Maintenance activity that may be required prior to, or during flight.
3. The Aircraft Commander **should** ►ensure◄ that the technical log (MOD Form 700 or equivalent) has been updated to reflect the condition of the Air System when the after-flight declaration is completed and that the symptoms of any new Air System faults have been adequately briefed to the receiving Maintenance organization.

Guidance Material 2301(1)

Transfer of Custody of Air Systems

4. Unless operating under Continuous Charge (as detailed in RA 2210(2)¹), transfer of custody and responsibility for the Air System is between the Aircraft Commander and the supporting Maintenance organization. When operating under Continuous Charge, transfer of custody and responsibility for the Air System between flights is between Aircraft Commanders.
5. The signature on the acceptance certificate certifies that:
 - a. Any limitations are acceptable to the Aircraft Commander for the intended flight.
 - b. The Aircraft Commander is aware of all acceptable deferred faults.
 - c. The recorded state of the Air System in respect of role equipment, fuel, oxygen, etc, is acceptable to the Aircraft Commander for the intended flight.
 - d. The recorded armament state of the Air System is as ordered by the Authorizing Officer.
 - e. The technical log (MOD Form 700 or equivalent) has been checked and co-ordinated by an appropriately authorized individual.

¹ Refer to RA 2210(2): Continuous Charge Operations.

**Guidance
Material
2301(1)**

- f. Any flying requirement or taxi checks are acceptable to the Aircraft Commander and ►they have◄ been adequately briefed on any special tests required.
- g. Any Aircrew accepted faults documented in the Air System technical log are acceptable to the Aircraft Commander.
6. The signature on the after-flight declaration certifies that:
- a. The Aircraft Commander has returned the Air System to the 'Finally Armed' state in accordance with the Air System ►Document Set◄, or that no explosive armament stores are fitted.
- b. Each fault that became evident whilst the Aircraft Commander was responsible for the Air System (including pre-flight faults), has been recorded in the appropriate section of the Air System technical log (eg MOD Form 707A).
- c. The results of any flying requirements undertaken have been entered in the appropriate section of the Air System technical log (eg MOD Form 707B(AFRC)).
- d. The Flying Log and any Equipment Running Logs in the Air System technical log (eg MOD Form 724) have been updated.
- e. Where applicable, the Oil Replenishment Record in the Air System technical log (eg MOD Form 737) has been completed for any oil replenishments carried out whilst the Aircraft Commander was responsible for the Air System.
- f. Any record of hours flown and cumulative hours flown has been updated in the Air System technical log.
- g. Where applicable, the Aircraft assisted escape system has been placed into the 'safe for parking' condition.

**Regulation
2301(2)**

Flying Requirements Post Maintenance

- 2301(2) Aircraft Commanders **shall** familiarize ►themselves◄ with any flying requirements or taxi checks raised as a result of Maintenance conducted prior to flight.

**Acceptable
Means of
Compliance
2301(2)**

Flying Requirements Post Maintenance

7. On completion of the flight, the Responsible Aircrew Member **should** document the result of the flying requirement or taxi check in the appropriate section of the Air System technical log (MOD Form 700 or equivalent).

**Guidance
Material
2301(2)**

Flying Requirements Post Maintenance

8. Nil.

**Regulation
2301(3)**

Air System Acceptance Checks

- 2301(3) The Aircraft Commander **shall** ensure that all necessary acceptance checks (walk-round) are carried out before flight.

**Acceptable
Means of
Compliance
2301(3)**

Air System Acceptance Checks

9. The Aircraft Commander or Responsible Aircrew Member **should** undertake acceptance checks personally unless operating conditions (such as the use of Operational Readiness Servicing (ORS)) make this impractical.
10. If the Aircraft Commander chooses to delegate the acceptance checks to a Responsible Aircrew Member, the person undertaking these checks **should** report any significant observations to the Aircraft Commander before flight.

**Guidance
Material
2301(3)**

Aircraft Acceptance Checks

11. For Air Systems subject to ORS, the Aircrew will carry out the Air Systems acceptance checks following completion of the ORS. However, an authorized person, in consultation with the relevant Aircrew, ►will◄ decide whether the Air System acceptance check has been invalidated by a Maintenance activity on that Air System.
12. While not part of an Air System's Maintenance schedule, Air System acceptance checks are vital, since it is possible for an Air System to be cleared for flight yet not be in a fit condition for flight due to, for example, wings or rotors being folded, covers and blanks still in position, etc.
13. Air System acceptance checks will be promulgated in the Air System Topic 14 or other relevant instructions.

**Regulation
2301(4)**

Exceeding Parameters and Hazardous Incidents

- 2301(4) The Aircraft Commander **shall** inform the responsible Maintenance organization when an Air System in ►their◄ custody has been exposed to an event that might adversely affect its serviceability.

**Acceptable
Means of
Compliance
2301(4)**

Exceeding Parameters and Hazardous Incidents

14. Nil.

**Guidance
Material
2301(4)**

Exceeding Parameters and Hazardous Incidents

15. An 'event' that might be considered as adversely affecting an Air System's serviceability may include, but is not limited to:
 - a. Exceeding an Air System, engine or component operating parameter.
 - b. Excessively turbulent flight conditions.
 - c. High winds or storm conditions whilst parked.
 - d. Lightning strike.
 - e. Bird ►or wildlife◄ strike.
 - f. Shock loading of an engine or component.
 - g. Heavy landing.
 - h. Heavy sea spray.
 - i. Contamination by fire extinguishant or other potentially hazardous gas / fluid.
 - j. Blast or weapon efflux from an adjacent weapon installation.
 - k. ►Volcanic ash exposure.◄

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