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

RA 2309 - Flight Procedures: General

Rationale

Across the Defence Aviation Environment, numerous activities take place that whilst enhancing capability and operational effectiveness, also provide a complex set of Risks that need to be understood and carefully managed. If operational capability is delivered without appropriate precautions, planning, training and Authorization, then Risk to Life (RtL) would not be As Low as Reasonably Practicable (ALARP) and Tolerable. This Regulatory Article aims to detail some of the key activities that have inherent Risk in both military and general aviation, with clear direction to ensure that such activities are conducted safely.

Contents

Regulation 2309(1)

Aircraft Limitations

2309(1) Except in an emergency, the Pilot of an Aircraft **shall not** exceed the limitations quoted in the Release To Service (RTS) or the Military Permit To Fly (MPTF)[1].

Acceptable Means of Compliance 2309(1)

Aircraft Limitations

1. If the engine, airframe or handling limitations are exceeded at any time, or if the Aircraft has been subjected to abnormal loading, stress or strain in the air or on the ground, the pilot or Aircraft Commander **should** record the fact on the MOD Form 700 or Tech Log for the Aircraft concerned, and **should** inform their Authorizing Officer or Supervisor as soon as possible.

[1]Refer to RA 5880 – Military Permit to Fly (Development) (MRP Part 21 Subpart P) or refer to RA 1305 - Military Permit to Fly (In-Service), (Special Case Flying) and (Single Task).

Guidance Material 2309(1)

Aircraft Limitations

2. Nil.

Regulation 2309(2)

Smoking in or near Aircraft

2309(2) Smoking in or near[2] an Aircraft **shall** be prohibited and, as a precaution against fire, smoking-related items **shall not** be carried by occupants of, or by personnel working on, UK Military Aircraft.

Acceptable Means of Compliance 2309(2)

Smoking in or near Aircraft

3. The Aviation Duty Holder (ADH) or Accountable Manager (Military Flying) (AM(MF)) **should** issue orders that detail the prohibition of smoking in or near Aircraft. For reasons of fire safety they **should** further prohibit personnel from carrying smoking related items on their person into or onto Aircraft. The prohibition of such smoking items **should** include as a minimum:

a. Matches, other than of the safety type.

b. All types of petrol or gas lighters, capsules and cylinders.

Guidance Material 2309(2)

Smoking in or near Aircraft

4. The prohibition of smoking activities in or near Aircraft is also applicable to the use of electronic cigarettes and similar devices.

Regulation 2309(3)

Taxiing of Aircraft

2309(3) The ADH or AM(MF) **shall** define the training, Authorization and certification required by personnel who, by the nature of their duties, are required to taxi the Aircraft.

Acceptable Means of Compliance 2309(3)

Taxiing of Aircraft

5. Only trained, Authorized and certified personnel **should** taxi Aircraft.

6. When an Aircraft is being taxied, including when receiving Aircraft marshalling signals[3] or electronic guidance, the person at the controls **should** be responsibile for manoeuvring the Aircraft safely, taking into account nearby personnel or property that may be endangered by the taxiing operation. The Aircraft Commander[4] retains overall responsibility for the safety of the Aircraft.

Guidance Material 2309(3)

Taxiing of Aircraft

7. This regulation only applies to an Aircraft taxiing under its own power.

Regulation 2309(4)

Simulated and Practice Emergencies

2309(4) The ADH or AM(MF) **shall** issue orders governing the conduct of simulated and practice emergencies[5] when conducted in an Aircraft or Remote Pilot Station within their Area of Responsibility (AoR).

[2] For the purposes of this Regulation near is deemed as less than 50 metres.
[3] Refer to STANAG 3117 and NATO STANDARD - Allied Flight Safety Publication – 2 – Aircraft Marshalling Signals.
[4] Refer to RA 2115 – Aircraft Commanders.
[5] Refer to MAA02: MAA Master Glossary, for definitions.

Acceptable Means of Compliance 2309(4)

Simulated and Practice Emergencies

8. ADH and AM(MF) orders **should** include advice on what constitutes a Simulated or Practice Emergency on an Aircraft or a Remote Pilot Station within their AoR.

9. ADH and AM(MF) orders **should** reflect that:

a. During the conduct of a Practice Emergency, an Aircraft system or Remote Pilot Station controlled system may be degraded such that it is not immediately and fully available for use if required and;

b. During the conduct of a Simulated Emergency, an Aircraft system or Remote Pilot Station controlled system **should not** be degraded such that it is not immediately available for use if required.

10. ADH and AM(MF) orders **should** detail as a minimum:

a. The minimum crew requirements to conduct Practice or Simulated Emergencies;

b. Any restrictions on Aircrew qualifications, competencies or experience levels to be applied during Practice and Simulated Emergencies;

c. The Approval and Authorization process to conduct Practice or Simulated Emergencies;

d. Any restrictions to be applied during the conduct of Practice or Simulated Emergencies to include when carrying Supernumerary Crew, Supernumerary Support Crew and Passengers[6];

e. When the conduct of Practice or Simulated Emergencies is prohibited.

11. ADH and AM(MF) orders **should** consider the impact of any synthetic training conducted immediately prior to flight. Specifically, for the first flight, on the same day, immediately following simulator training, pilots **should not** conduct practice emergencies that have been exercised during the simulator sortie. The effect of conducting 'live' inputs during emergency handling in Flight Simulator Training Devices immediately prior to the conduct of the same or similar Simulated or Practice Emergency during a flight **should** be assessed by the ADH / AM(MF) and mitigations put in place to ensure the RtL associated with the subsequent flight is ALARP and Tolerable.

12. When Authorizing a flight, the Authorizing Officer[7] **should** consider the impact of any synthetic training conducted immediately prior to the flight on the Authorized sortie content.

Guidance Material 2309(4)

Simulated and Practice Emergencies

13. Aviation accident investigations have suggested a potential for Aircrew to make inadvertent inputs to emergency systems during the conduct of Simulated or Practice Emergency handling in flight immediately after conducting the same or similar exercise in a Flight Simulator Training Device. This cognitive phenomenon may be mitigated by appropriate Authorization, crew composition and other supervisory factors and will be considered by the ADH and AM(MF)s when publishing orders and instructions to their Aircrew.

14. See RA 2310[8] for regulation concerning the conduct of Asymmetric Flight.

Regulation 2309(5)

Handing over Control of Aircraft with Dual Flying Controls

2309(5) Handing over or taking over control of an Aircraft fitted with dual flying controls **shall** be conducted formally.

[6] Refer to RA 2340 – Supernumerary Crew, Supernumerary Support Crew and Passengers.
[7] Refer to RA 2306 – Authorization of Flights.
[8] Refer to RA 2310 – Flight Procedures: Role Specific Fixed Wing.

Acceptable Means of Compliance 2309(5)

Handing over Control of Aircraft with Dual Flying Controls

15. When it is necessary to hand over control of an Aircraft with dual flying controls, a formal instruction to take control and to accept control **should** be made. In some cases (eg during instruction) it is necessary to take control in the first instance - this **should** also be formally declared and accepted. Formal statements of 'I have control' and 'You have control' **should** be made and acknowledged as appropriate.

16. The ADH or AM(MF) **should** produce orders or instructions detailing actions in the event that verbal communication becomes impossible (eg intercom failure or suspected incapacitation).

Guidance Material 2309(5)

Handing over Control of Aircraft with Dual Flying Controls

17. Nil.

Regulation 2309(6)

Oxygen and Cabin Pressure

2309(6) A crewed Aircraft **shall not** be flown above Flight Level (FL) 100 unless it is fitted with serviceable oxygen equipment for all of the crew.

Acceptable Means of Compliance 2309(6)

Oxygen and Cabin Pressure

18. The ADH or AM(MF) **should** ensure that Aircrew are fully proficient in the use of the oxygen equipment, and emergency oxygen equipment available, on the particular Aircraft in which they are flying.

19. The ADH or AM(MF) **should** ensure that Aircrew receive training in the use of pressure breathing systems or partial pressure garments before they fly Aircraft so equipped.

20. In Aircraft fitted with oxygen equipment, oxygen **should** be used as follows:

a. In pressurized Aircraft where the cabin altitude does not normally exceed 10,000 ft, all flight deck crew **should** don and use oxygen equipment between 8000 ft and 10,000 ft cabin altitude. Oxygen equipment can be removed for occasional periods of up to 15 minutes, for example to eat or to conduct load checks. When cabin altitude is below 8000 ft, the crew **should** have their oxygen equipment available so that each of them are breathing oxygen within 5 seconds of cabin altitude exceeding 10,000 ft. When the Aircraft is at FL400 or above, the watch-keeping pilot **should** have oxygen immediately available. In the case of Aircraft where oxygen masks are suspended from a headset, crew **should** wear and use the oxygen equipment at all times. In those Aircraft equipped with quick don oxygen masks, this mask **should** be ready for immediate use.

b. In all Aircraft operating above a cabin altitude of 8000 ft and where the rate of climb exceeds 2000 ft per minute oxygen **should** be used from ground level. At lower rates of climb, including helicopters, the crew **should** use oxygen by a cabin altitude of 8000 ft and Passengers **should** use oxygen by a cabin altitude of 12,000 ft.

c. In pressurized Aircraft fitted with Passenger emergency oxygen systems the equipment **should** be presented to the Passengers before the cabin altitude exceeds 15,000 ft.

21. For crewed Aircraft not fitted with oxygen, the ADH or AM(MF) **should** specify in orders the circumstances, including limitations and mitigations, under which the Aircraft can be operated between FL80 and FL100.

Guidance Material 2309(6)

Oxygen and Cabin Pressure

22. The onset of hypoxia is dependent on many factors including cabin altitiude, acclimatisation and cabin temperature, as well as an individual's fitness, physiological tendances and fatigue. Whilst the effects of hypoxia may be present at lower levels, it

Guidance Material 2309(6)

is recognized that above 8000 ft Pressure Altitude there is a reduction in visual acuity, reaction speed, ability to learn new tasks, memory and hand eye coordination.

Regulation 2309(7)

Altitude Limitations

2309(7) Flight at altitude **shall** be confined to safe limits to protect against the effects of hypoxia.

Acceptable Means of Compliance 2309(7)

Altitude Limitations

23. The following limitations apply to flight at altitude:

a. Aircrew **should** minimize time above a cabin altitude of FL180 / 18,000 ft unless operationally required, and be alert to the onset of symptoms of decompression illness.

b. Unpressurized Aircraft **should not** be flown above FL250 in normal operations.

c. Unpressurized Aircraft **should not** fly above FL300 under any circumstance.

d. Pressurized Aircraft **should not** be flown with a cabin altitude above 25,000 ft in normal operations.

e. If cabin pressurization fails above FL400 an immediate descent at maximum rate **should** be made to bring the cabin altitude below 40,000 ft. The descent **should** continue at a rate and to an altitude consistent with safe operation of the Aircraft, preferably below FL180.

f. If flight test procedures require a pressurized Aircraft to be depressurized above FL300 the crew **should** breathe 100% pure oxygen from take-off until pressurization is restored. The time spent depressurized **should** be the minimum required for test purposes. Aircraft **should not** be intentionally depressurized above FL 380.

g. In the event of an operational or experimental requirement for pressurized Aircraft to be depressurized above FL250, the ADH or AM(MF) **should** obtain and adhere to the advice of the RAF Centre of Aviation Medicine on the precautions to be taken to protect personnel from decompression illness. As a minimum requirement, all personnel **should** breathe 100% oxygen (pre-breathe) at a cabin altitude below 16,000 ft prior to depressurization and limit the period of depressurization in accordance with (iaw) the following table:

Table 1. Pressurization Limits.

Depressurized to	Pre-breathe time	Depressurization time
FL250 to < FL300	60 minutes	60 minutes
FL300 to < FL350	60 minutes	30 minutes
FL350 to < FL380	90 minutes	30 minutes

24. Whenever an Aircraft is flown depressurized above FL250, a primary oxygen supply for all personnel **should** be provided. Above FL300 the handling pilot and any co-pilot **should** be provided with an independent emergency oxygen system in addition to the primary oxygen system.

Guidance Material 2309(7)

Altitude Limitations

25. Decompression illness may occur at cabin altitudes above FL180 / 18,000 ft, although it is rare below FL250 / 25,000 ft.

26. Exceptionally, the ADH or AM(MF) may Authorize unpressurized Aircraft to fly for not more than 10 minutes between FL250 and FL300. This Authorization may be

Guidance Material 2309(7)

delegated down to Commanders of 1-star rank and above or nominated Post Holders (Defence Contractor Flying Organizations).

Regulation 2309(8)

Night Vision Device Flying

2309(8) The ADH or AM(MF) **shall** publish orders regarding the conduct of Night Vision Device (NVD) flying on Aircraft within their AoR.

Acceptable Means of Compliance 2309(8)

Night Vision Device Flying

27. ADH and AM(MF) orders regarding NVD flying **should** include as a minimum:

a. The minimum illumination levels and weather limits for Aircraft within their AoR to conduct NVD flying, including consideration of training, tasking, operational flying and any flying involving high technical merit such as[9]:

(1) Operations to Temporary Landing Zones (TLZ), including Bare Minimum TLZ;

(2) Air refuelling;

(3) Formation flying;

(4) Embarked operations;

(5) Operations in a degraded visual environment such as dust or snow;

(6) Low level flying;

(7) Air intercepts;

(8) Weaponeering.

b. Aircraft / role-specific planning considerations to be applied to NVD operations within the operating AoR;

c. The minimum crew composition, experience, qualifications and currency required to operate on NVD;

d. The minimum serviceable Aircraft equipment and Equipment Not Basic to the Air System (ENBAS) required for NVD flying;

e. Procedures for pre-flight check of NVD serviceability and method of pre-flight calibration of individual equipment;

f. Actions to be taken in the event of NVD failure during flight;

g. Any restrictions to be applied during flight on NVDs;

h. The ground and airborne training required before Aircrew or Supernumerary Crew can fly or operate using NVD on Aircraft within their AoR.

28. NVD equipment planned to be used **should** be assessed to be serviceable and correctly set up for use prior to flight.

29. Aircrew routine ‘check of fit’ helmet assessments conducted in conjunction with Survival Equipment personnel **should** include an assessment of associated NVD equipment fit and function.

30. ADH and AM(MF) orders **should** state the requirement for Aircrew and Supernumerary Crew to attend the NVG Familiarization Course, at the RAF Centre of Aviation Medicine, prior to operating / flying Aircraft within their AoR.

31. Forecast illumination levels employed during planning for NVD flight **should** be relevant to the planned operating areas.

[9] This list is not exhaustive and the ADH or AM(MF) **should** provide additional detail as necessary.

Guidance Material 2309(8)

Night Vision Device Flying

32. Where operational or security implications prohibit the use of routine forecast products, consideration is to be given to the use of local Developed Vetting weather forecasters or liaison with the Joint Operational Meteorology and Oceanography Centre[10] at Northwood HQ who are able to provide products at a higher classification level.

Regulation 2309(9)

Carriage of Loose Articles and Stores

2309(9) The Aircraft Commander **shall** be responsible for the custody and stowage of any loose articles and equipment.

Acceptable Means of Compliance 2309(9)

Carriage of Loose Articles and Stores

33. The Aircraft Commander **should** ensure that all loose articles, stores and equipment carried in the Aircraft (or Remote Pilot Station) are properly stowed such that there is no possibility of them falling from the Aircraft, fouling the flying controls, ejection seat mechanisms or other equipment.

34. Aircrew, Supernumerary Crew and Supernumerary Support Crew **should** ensure that any loose articles, stores and equipment are stowed such that the Aircraft can continue to be operated safely, and that any such items are removed after flight.

35. Aircraft Commanders **should**, where practicable and operational considerations allow, ensure that any Passengers are checked for the carriage of loose articles, and that Passengers are made aware of the requirement to stow such articles safely during flight.

Guidance Material 2309(9)

Carriage of Loose Articles and Stores

36. 'Loose articles', for the purpose of this regulation, means any carry-on items, personal or otherwise, that have no formal stowage on an Aircraft. The Aircraft Commander may delegate the checks for loose articles, stores and equipment to a designated Suitably Qualified and Experienced Person, such as a Loadmaster.

Regulation 2309(10)

Dropping or Jettisoning of Articles

2309(10) Unauthorized dropping or jettisoning of articles from Aircraft **shall** be prohibited.

Acceptable Means of Compliance 2309(10)

Dropping or Jettisoning of Articles

37. The Aircraft Commander **should** only permit dropping or jettisoning of articles when Authorized:

a. For training;

b. For operational or trials purposes; or,

c. When the safety of the Aircraft is otherwise seriously endangered.

Guidance Material 2309(10)

Dropping or Jettisoning of Articles

38. Nil.

Regulation 2309(11)

Fuel Jettison

2309(11) The ADH or AM(MF) **shall** publish orders directing when Aircraft within their AoR may jettison fuel.

[10] Duty Forecaster: 9360 58111 / 01923 958111.

Acceptable Means of Compliance 2309(11)

Fuel Jettison

39. Aircraft **should** only jettison fuel when it is essential to mitigate RtL, or to meet operational requirements.

40. ADH and AM(MF) orders **should** detail recording and reporting actions for any fuel jettison. The local Environmental Agency **should** be informed at the earliest practical opportunity.

Guidance Material 2309(11)

Fuel Jettison

41. It is recommended that fuel jettison be conducted above 10,000 ft above ground or sea level. If fuel jettison above this height is impracticable (eg helicopters), fuel may be jettisoned at an altitude below 10,000 ft but as high as possible, consistent with safety. There is an exponential reduction in the amount of fuel reaching the ground as an Aircraft climbs up to 5000 ft, above which the reduction of fuel reaching the ground is linear. There is little additional benefit in jettisoning fuel from above 10,000 ft, but from any altitude there is a possibility of unevaporated fuel reaching the surface.

Regulation 2309(12)

Flying in the Company of Civil Aircraft

2309(12) The ADH or AM(MF) **shall** issue orders detailing when Aircraft within their AoR may be Authorized to fly in the company of civil Aircraft.

Acceptable Means of Compliance 2309(12)

Flying in the Company of Civil Aircraft

42. UK Military Aircraft **should** only be Authorized to fly in the company of civil Aircraft on the following occasions:

a. **Protection of Civil Aircraft**. When an escort is provided to protect civil Aircraft from hostile action, the arrangements made **should** include confirmation by the owners or operators of the civil Aircraft that they will comply with the instructions issued by the escorting Aircraft.

b. **Ceremonial or Publicity**. When flying in the company of civil Aircraft is required for ceremonial or publicity purposes, all Aircraft **should** operate to a pre-arranged plan that has been Authorized by the ADH or AM(MF) and, where appropriate, civil authorities. The plan **should** allow for safety of all participants and consider societal concerns, when applicable. Civil Aircraft carrying Very Important Persons[11] (VIPs) **should not** be escorted by UK Military Aircraft unless reliable two-way voice communication can be established and maintained, except in an emergency.

c. **Operational Training and Air Intercept Missions**. Orders **should** detail procedures and minimum separation criteria for these activites.

d. **Test and Evaluation**. Where it is necessary to fly in the company of civil Aircraft as part of a trials programme, the ADH or AM(MF) **should** ensure that full details of the activities involving civil Aircraft are detailed in the test plan.

Guidance Material 2309(12)

Flying in the Company of Civil Aircraft

43. Nil.

Regulation 2309(13)

Aerobatics

2309(13) Aircraft Commanders **shall** only undertake Aerobatic Manoeuvres permitted by the Air System Document Set (ADS).

[11] Refer to JSP 800 Vol 2 Table 2-2-1: Persons Defined as VIPs for Air Movement.

Acceptable Means of Compliance 2309(13)

Aerobatics

44. Aerobatic Manouevres **should not** be carried out:

a. When they are likely to endanger other Aircraft.

b. In formation, except when specifically Authorized by the Operating Duty Holder (ODH).

c. Over towns or congested areas.

d. At night or in cloud, or in conditions where recovery is likely to take place in cloud.

e. Within Controlled Airspace, including Military Aerodrome Traffic Zones, except with the permission of the appropriate Air Traffic Control authority.

f. At less than 3000 ft above ground or sea level unless specifically Authorized by the ODH.

Guidance Material 2309(13)

Aerobatics

45. Nil.

Regulation 2309(14)

Refuelling and / or Re-Arming Aircraft - Engines and / or Rotors Running

2309(14) The ADH or AM(MF) **shall** issue orders detailing how and when refuelling and / or re-arming Aircraft - engines and / or rotors running **shall** be permitted.

Acceptable Means of Compliance 2309(14)

Refuelling and / or Re-Arming Aircraft - Engines and / or Rotors Running

46. To refuel and / or re-arm Aircraft - engines and / or rotors running, the activity **should** be cleared in the Aircraft RTS or MPTF.

47. Rotors running refuelling and / or re-arming **should** be carried out iaw the Aircraft-specific procedure, sponsored and published in the ADS.

48. The ADH or AM(MF) **should** detail in orders the following, as a minimum:

a. Fire cover.

b. Guarding of flying controls.

c. Training and Authorization requirements for all personnel involved, including weapons teams, supervisors and fuel bowser drivers.

d. Safety procedures and hazard management, for example weapon arc considerations, earthing and safe distances.

Guidance Material 2309(14)

Refuelling and / or Re-Arming Aircraft - Engines and / or Rotors Running

49. Further safety advice and instructions are detailed in the Manual of Airworthiness Maintenance – Process (MAM-P)[12,13].

Regulation 2309(15)

Air to Air Refuelling

2309(15) The ADH or AM(MF) **shall** ensure the RtL associated with Air to Air Refuelling (AAR) is managed within their AoR.

[12] Refer to MAM-P Chapter 3.4.1 – Fuelling Operations for Aircraft on the Ground.
[13] Refer to MAM-P Chapter 8.1 – Armed Aircraft Safety Precautions.

Acceptable Means of Compliance 2309(15)

Air to Air Refuelling

50. ADH and AM(MF) orders **should** detail AAR procedures and relevant guidance, specific to Aircraft type.

51. All UK-managed AAR (where the donor is a UK military registered Aircraft) **should** be conducted iaw Allied Tactical Publication (ATP) 3.3.4.2[14] as amplified and supplemented by the National Standards Related Document - United Kingdom (NSRD-UK).

52. Where the donor or receiver is a non-NATO military registered Aircraft, the ADH or AM(MF) **should** only approve AAR subject to an auditable Risk Assessment based on a gap analysis of the intended operation with ATP 3.3.4.2 and NSRD-UK.

Guidance Material 2309(15)

Air to Air Refuelling

53. ATP 3.3.4.2 defines the North Atlantic Treaty Organization (NATO) standardized procedures, techniques and terminology for AAR.

Regulation 2309(16)

Electromagnetic and Cosmic Radiation

2309(16) Aircraft **shall not** be intentionally exposed to electromagnetic radiation outside of the limits specified in the RTS or MPTF.

Acceptable Means of Compliance 2309(16)

Electromagnetic and Cosmic Radiation

54. The ADH or AM(MF) **should** take appropriate measures to assess the exposure to cosmic radiation, when in flight, of those members of Aircrew who are liable to be subject to cosmic radiation in excess of 1 milliSievert per year.

55. Within the UK the avoidance criteria for High Intensity Radio Transmission Areas (HIRTA), as detailed in UK Military Low Flying Handbook, **should** be observed. Outside the UK where HIRTA details are published the avoidance criteria **should** be observed.

Guidance Material 2309(16)

Electromagnetic and Cosmic Radiation

56. Outside of the UK, only a limited number of countries publish HIRTA information in National Aeronautical Information Publications. Where no HIRTA information is available, Aircrew need to be aware that they may at any time experience the effects of external electromagnetic radiation.

Regulation 2309(17)

Landing away from Active Airfields

2309(17) The ADH or AM(MF) **shall** ensure that any Aircraft landings away from active Airfields **shall** be Authorized subject to appropriate permissions.

Acceptable Means of Compliance 2309(17)

Landing away from Active Airfields

57. Scheduled landings (non-emergency) on private property or public places **should** be Authorized in advance. Furthermore, the permission of relevant land owners or authorities **should** be gained, and when appropriate the local police informed. Landing on government property where no recognized Airfield or Helicopter Landing Site (HLS) exists **should not** be permitted without the permission of the appropriate government authority.

58. When a pilot is forced to make an unscheduled landing away from base, the parent Operating Unit **should** be informed at the earliest opportunity and the occurrence recorded in the flight Authorization records.

59. Sites that do not fall within the normal organic infrastructure of a Main Operating Base **should** be considered for the provision of appropriate support and safety

[14] Refer to North Atlantic Treaty Organization Standard - Allied Tactical Publication 3.3.4.2 – Air-To-Air Refuelling.

Acceptable Means of Compliance 2309(17)

services. Where necessary, the ADH or AM(MF) **should**, as a minimum, address the following in Orders:

a. Crash Fire and Rescue Services, and Medical Facilities.

b. Hangarage and Security.

c. Operating in Confined Areas.

d. Specific orders, instructions and guidance pertaining to the site for support personnel.

60. A safety assessment **should** be completed for those austere sites that cannot be described as a recognized Airfield or HLS.

61. Landings **should not** be made where damage or unnecessary nuisance is likely to be caused, unless in an emergency.

Guidance Material 2309(17)

Landing away from Active Airfields

62. Nil.

Regulation 2309(18)

Embarked Aviation Operations

2309(18) The ADH or AM(MF) **shall** provide orders for embarked aviation operations.

Acceptable Means of Compliance 2309(18)

Embarked Aviation Operations

63. Authorizing Officers and Aircraft Commanders conducting embarked aviation operations **should** comply with the relevant flying orders set out in BRd 766, Embarked Aviation Orders.

64. Where BRd 766 and other orders conflict, the more stringent **should** apply.

Guidance Material 2309(18)

Embarked Aviation Operations

65. Flying Supervisors will need to be aware of the particular Hazards and special requirements associated with embarked aviation operations as detailed in BRd 766.

Regulation 2309(19)

Air Exercise Planning and Airspace Integration

2309(19) Organizations completing air exercise planning that is of a complex nature and / or has a high potential for interaction with other airspace users, **shall** obtain specialist airspace advice.

Acceptable Means of Compliance 2309(19)

Air Exercise Planning and Airspace Integration

66. To ensure the Risks of unplanned interaction between exercise traffic and other airspace users are identified, and are ALARP and Tolerable, exercise Planners **should**:

a. Ensure that they have obtained specialist advice and consulted with relevant National Aviation Authorities covering the entire exercise area.

b. Complete an appropriate written Risk Assessment for the exercise iaw RA 1210[15].

c. Ensure that the principles of liaison and information exchange conducted in the exercise planning phase are continued during the execution phase of the exercise.

[15] Refer to RA 1210 – Ownership and Management of Operating Risk (Risk to Life).

Guidance Material 2309(19)

Air Exercise Planning and Airspace Integration

67. The UK Aeronautical Information Publication and UK Military Low Flying Handbook (Section 1 Annex A) provide details of the information required of Exercise Planners. The Joint and Integrated (J&I) arrangements for airspace and Air Traffic Service provision in the UK provides significant flexibility for military aviation activity in the airspace over the territory of the UK and the airspace outside the territorial limit for which the UK has responsibility to the International Civil Aviation Organisation. The J&I arrangements also result in a significant interaction between military activity and that of Commercial and General Air Traffic, especially in Classes C, F and G airspace.

68. Routine training and interaction is covered by RA 2307[16] and associated orders and regulations. However, given the nature of air exercise activity it is essential that those engaged in the planning, conduct and supervision of such training apply the highest standards of exercise preparation, flight planning, briefing and flying discipline.

[16] Refer to RA 2307 – Rules of the Air.