

RA 4053 – Royal Flights and Flights for Nominated Very Important Persons

Rationale

Military registered Aircraft¹ may be selected for Royal Flights or flights for nominated Very Important Persons (VIPs). In addition to the Societal Concern factor², which this tasking may introduce, military registered Aircraft also have greater latitude for deferment of Maintenance activity and installation of Modifications with limited Airworthiness evidence, than is the case for civil registered Aircraft. ► This RA ◀ requires that ► aviation engineering ◀ orders and ► / or local ◀ procedures³ are issued to ensure the decisions affecting the Airworthiness of an Air System, to be used for a Royal Flight or flights for nominated VIPs, are reviewed to confirm their continued validity and to determine if any action is required.

Contents

4053(1): Air System Selection and Preparation

Regulation 4053(1)

Air System Selection and Preparation

4053(1) The Military Continuing Airworthiness Manager (Mil CAM)⁴ shall ensure that ► aviation engineering ◀ orders and ► / or local ◀ procedures³ are promulgated to identify the Continuing Airworthiness actions required when providing an Air System for a Royal Flight or a flight for a nominated VIP.

Acceptable Means of Compliance 4053(1)

Air System Selection and Preparation

1. The ► aviation engineering ◀ orders and ► / or local ◀ procedures³ for Royal Flights and flights for nominated VIPs shall include as a minimum:
 - a. Instructions for the selection and preparation of an Air System, including the action to be taken if there is insufficient time to complete these instructions.
 - b. Identification of the person(s) authorized to select the specific Air System to be used.
 - c. Identification of the person(s) responsible for ensuring that the necessary preparation procedures are carried out.
 - d. Details of any restriction on the ability of engineering personnel to make decisions with Airworthiness implications during the tasking period.

Guidance Material 4053(1)

Air System Selection and Preparation

2. A Royal Flight is one that is organized through the Head of Royal Travel. Adoption of the ► aviation engineering ◀ orders and ► / or local ◀ procedures³ required by this Regulation for other nominated VIPs⁵ is at the discretion of the appropriate Aviation Duty Holder (ADH) or Accountable Manager (Military Flying) (AM(MF)). This RA need not be applied to members of the Royal Family serving in the Armed Forces when they fly or are flown in military registered Aircraft, as part of their military duties.
3. The ► aviation engineering ◀ orders and ► / or local ◀ procedures³ issued in compliance with this RA support the instructions or orders for the carriage of Passengers on military registered Aircraft issued by ADHs and AM(MF)s⁶.
4. The selection and preparation criteria for an Air System will include a review of the Air System configuration including, but not limited to, the following considerations:

¹ Refer to ► RA 1161(1): Military Air System Registration. ◀

² Refer to RA 1210 – Ownership and Management of Operating Risk (Risk to Life).

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

⁴ Refer to RA 1011 – Military Continuing Airworthiness Manager Responsibilities.

⁵ The decision on who is to be accorded VIP status is a single Service matter.

⁶ Refer to RA 2340 – Supernumerary Crew, ► Supernumerary Support Crew ◀ and Passengers.

**Guidance
Material
4053(1)**

- a. Embodiment of all Safety Modifications.
 - b. Embodiment of applicable mandatory Technical Instructions⁷.
 - c. Removal of Modifications without a full clearance in the Release To Service.
5. The selection and preparation criteria for an Air System will include a review of the Technical Log and recent Maintenance history to confirm that:
- a. The selected Air System is not manifesting any unsatisfactory Fault trends.
 - b. The Limitations and Acceptable Deferred Faults remain acceptable for the required Flight(s).
 - c. Any extensions applied to lifed components are appropriate and acceptable for the planned tasking.
6. Where an Air System may be used for a Royal Flight or a flight for a nominated VIP, which takes place partly or entirely within an operational theatre, the Mil CAM may consider the issue of supplementary instructions to reflect any circumstances specific to that Theatre.
7. ADHs and AM(MF)s may wish to be consulted or informed regarding Air System selection and preparation for Royal Flights and / or flights for nominated VIPs, as this may require additional Societal Concern² considerations based upon the status of the Passenger(s), the operating environment and existing Risk to Life (RtL) assessments for their Area of Responsibility (AoR). ADHs and AM(MF)s retain responsibility for ensuring that RtL for Royal Flights and flights for nominated VIPs in their respective AoRs remain As Low As Reasonably Practicable and Tolerable.

⁷ Technical Instructions include Special Instructions (Technical) (SI(T)), relevant Airworthiness Directives and equivalent instructions issued by Authorities.