

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

RA 1604 – Remotely Piloted Air Systems Specific S1 sub-category

Rationale

There is a requirement to determine and apply an appropriate regulatory framework to Remotely Piloted Air Systems (RPAS) to ensure they are safe to operate and are being operated safely. Failure to appropriately address RPAS specific Hazards could lead to an increased Risk to Life (RtL). This regulatory framework will be proportionate to the RPAS Category and its physical attributes¹. This Regulatory Article (RA) defines the regulatory framework for those RPAS operating in the Specific S1 sub-category. The regulatory framework is structured to specifically permit appropriate operating freedom to 'non-traditional' aviation units (who are the prevalent users of RPAS in the Specific S1 sub-category).

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Regulation 1604(1)

Regulatory Requirements

- 1604(1) Organizations operating RPAS in the Specific S1 sub-category **shall** ensure that the requirements of RA 1600 and RA 1604 are complied with.

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Regulatory Requirements

1. Organizations **should** hold an appropriate MAA RPAS Letter of Endorsed Categorization (LEC) prior to operation of RPAS in the Specific S1 sub-category².
2. RPAS **should**:
 - a. Have a Maximum Take Off Weight (MTOW), including Stores, of less than 25 kg.
 - b. Carry a European Union (EU) / UK conformity marking of **C0-C4**³ or be designed to similar standards. If the RPAS does not hold a UK / EU conformity marking, the RPAS manufacturer **should** be endorsed by the Defence Equipment & Support (DE&S) RPAS Delivery Team (DT)^{4, 5}.
 - c. Have a maximum speed of 19 m/s if the RPAS has an EU / UK conformity marking of **C0-C1**, or is designed to similar standards.
 - d. Be registered on the UK Military Aircraft Register by type⁶.

¹ For definitions of RPAS Categories, RPAS sub-categories, and RPAS physical attributes (eg Sub 250 g, Sub 4 kg, etc), refer to RA 1600 – Remotely Piloted Air Systems.

² Military Organizations (ie Military Operated) that have previously operated under an Open Category Sub 250 g RPAS LEC will require to establish an appropriate RPAS Responsible Officer (RPAS RO) construct and undertake additional Remote Pilot (RP) training beyond that required for Open Category operations, as defined within this RA. Civilian Organizations (ie Civilian Operated) that have previously operated under an Open Category RPAS LEC will require to undertake additional RP training beyond that required for Open Category operations, as defined within this RA.

³ Refer to [Commission Delegated Regulation \(EU\) 2019/945](#), [Commission Delegated Regulation \(EU\) 2020/1058](#), and [CAP2037A00](#).

⁴ This will provide Assurance that the RPAS meets basic Airworthiness requirements and that it is "Safe to Operate" in the Defence Air Environment (DAE).

⁵ Refer to 2023DIN03-030 – DES Remotely Piloted Air System (RPAS) Delivery Team Commercial Off The Shelf (COTS) Endorsed Manufacturers List (EML).

⁶ Refer to RA 1161 – Military Registration of Air Systems Operating within the Defence Air Environment.

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- e. Be equipped with a low-speed mode which limits the maximum speed to 3 m/s when selected by the Remote Pilot if the RPAS has an EU / UK conformity marking of **C2**, or is designed to similar standards.
 - f. Adhere to noise limits, height limits and requirements for remote identification and geo-awareness systems and additional requirements if being used during tethered flight⁷.
 - g. Operate under the Defence Air Environment (DAE) Operating Framework and be assigned to a DAE Operating Category^{4, 8, 9}.
3. RPAS Occurrences **should** be reported, investigated, and recorded^{10, 11}.

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Regulatory Requirements

- 4. Only those MAA Regulatory Publication (MRP) documents detailed in this RA, including relevant Regulatory Instructions and Regulatory Notices, are applicable to RPAS operating in Specific S1 sub-category.
- 5. Contractor Flying Approved Organization Scheme (Basic RPAS) (CFAOS (BR)) organizations must also comply with RA 1031¹².
- 6. This RA has been designed to permit RPAS operations beyond the limitations of RPAS Categorized in the Open Category.
- 7. There is no requirement for Specific S1 sub-category RPAS to be Certified.
- 8. There is no requirement to have a Certificate of Design or meet Design Safety Targets.
- 9. There is no requirement to demonstrate and sustain Airworthiness via an Airworthiness / Air Safety Strategy.
- 10. An Air System Safety Case (ASSC) provides an evidenced and coherent argument that a system is safe to operate and is being operated safely. The endorsed RA 1600 Annex B Categorization Safety Checklist will satisfy the requirement for an ASSC.
- 11. RPAS RO / RPAS Accountable Managers (RPAS AM) may waive the requirement for an Occurrence Safety Investigation (OSI) down to a Local Occurrence Investigation (LOI) for an Accident where the loss is consistent with the intended concept of operating use of the RPAS. Ultimately it is for the RPAS RO / RPAS AM to decide that there is nothing to be gained from a formal OSI. As a minimum the subsequent LOI still requires codification by the Incident Manager prior to being closed.
- 12. This Regulation does not cover Test and Evaluation (T&E) activity. RPAS applicants wishing to operate in a manner or configuration not supported by RA 1600 and RA 1604 (ie T&E) will be subject to RA 2370¹³ and other MRP requirements. Discussion with the MAA¹⁴ will be required in order to confirm the applicable Regulations.
- 13. An Ageing Air System Audit is not required for Specific S1 sub-category RPAS.
- 14. Where the requirement for an RPAS to be operated from a His Majesty's / MOD Ship exists, the combination must be Authorized through an appropriate Ship Air-Release process¹⁵.

⁷ Defined as: "An RPAS that remains securely attached (tethered) via a physical link to a person, the ground or an object at all times while it is flying. The tether normally takes the form of a flexible wire or a cable and may also include the power supply to the Remotely Piloted Aircraft." (derived from Civil Air Publication (CAP) 722).

⁸ Refer to RA 1160 – The Defence Air Environment Operating Framework.

⁹ The DAE Operating Category relates to the ownership and Safety governance of the Air System, whereas the RPAS Category relates to the regulatory framework which is set by the MAA according to the Risk posed by the RPAS and the manner in which it is operated.

¹⁰ Refer to RA 1410 – Occurrence Reporting and Management.

¹¹ Refer to the Manual of Aircraft Post Crash Management Chapter 1: The Aircraft Post Crash Management (APCM) Task, paragraph 8: Applicability.

¹² Refer to RA 1031 – Contractor Flying Approved Organization Scheme (Basic Remotely Piloted Air Systems).

¹³ Refer to RA 2370 – Test and Evaluation.

¹⁴ Contact via DSA-MAA-MRPEnquiries@mod.gov.uk.

¹⁵ RA 1395 – Authorization to Permit Embarked Aviation in His Majesty's / MOD Ships.

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Responsibilities

1604(2) RPAS in the Specific S1 sub-category **shall** be operated under the authority of a RPAS RO or RPAS AM and be supported by appropriate persons.

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Responsibilities

15. Non-MOD organizations operating military registered RPAS in the Specific S1 sub-category **should**:
- a. Be appropriately approved in accordance with (iaw) the CFAOS(BR)¹².
 - b. Nominate an RPAS AM iaw RA 1031¹².
16. MOD organizations responsible for operating RPAS **should** either:
- a. Nominate:
 - (1) A Capability Owner (minimum OF5 or equivalent), and
 - (2) An RPAS RO (minimum OF4 or equivalent).
 - b. Or ensure that operations are carried out by an organization appropriately approved iaw the CFAOS(BR).
17. RPAS ROs **should**:
- a. Be responsible and accountable for the operation of RPAS within their Area of Responsibility (AoR) and answerable to a designated Capability Owner within the chain of command.
 - b. Ensure that Risks to RPs, operating personnel, other organization / MOD personnel, and the general public through the operation of RPAS are acceptable and cease operations if not.
 - c. Hold appropriate Terms of Reference (ToR).
 - d. Ensure that the RPAS is operated in line with the RA 1600 Annex B Categorization Safety Checklist, Manufacturer's User or Operating Manual, RA 1604(4) and LEC.
 - e. Attend an MAA RPAS RO / AM Briefing Day¹⁶ prior to commencement of RPAS operations if required to do so by the MAA¹⁷.
 - f. Nominate a Senior Operator (SO).
18. The RPAS RO **should** issue a Letter of Delegation when delegating supervisory day-to-day operating responsibilities to a Suitably Qualified and Experienced Person (SQEP) (minimum OF3) within their AoR. The appointed RPAS RO and delegated individual **should** attend the MAA RO / AM Briefing Day. Whilst day to day supervisory responsibility may be delegated by the RPAS RO, accountability will remain with the RPAS RO.
19. RPAS AMs **should**:
- a. Be appointed iaw RA 1031.
 - b. Be responsible and accountable for the operation of RPAS within their AoR.
 - c. Ensure that Risks to RPs, operating personnel, other organization / MOD personnel, and the general public through the operation of RPAS are acceptable, and cease operations if not.
 - d. Hold appropriate TORs.

¹⁶ Refer to RA 1440 – Air Safety Training.

¹⁷ This requirement will be reviewed by the MAA during the categorization process; and any requirement / dispensation articulated in the LEC.

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- e. Ensure that the RPAS is operated in line with the RA 1600 Annex B Categorization Safety Checklist, Manufacturer's User or Operating Manual, RA 1604(4) and LEC.
 - f. Attend an MAA RPAS RO / AM Briefing Day prior to commencement of RPAS operations if required to do so by the MAA¹⁷.
 - g. Nominate a Flight Operations Post Holder (FOPH)¹² in order to provide the RPAS AM with appropriate specialist support¹⁸.
20. RPAS SOs and FOPHs **should**:
- a. Support and be answerable to the respective RPAS RO / RPAS AM.
 - b. Have completed an approved RPAS training package provided by a Defence Systems Approach to Training (DSAT) compliant MAA approved RPAS course, or an equivalent Civil Aviation Authority (CAA) approved Recognized Assessment Entity (RAE)¹⁹ that includes a flying assessment. Where the training provided does not include flying under MRP rules, the RP **should** receive additional local training on MRP RPAS flying by an RP Instructor (RPI) as approved by the RPAS RO. If the training does not include a period of Beyond Visual Line of Sight (BVLOS) flight, the RP **should** complete BVLOS practical flying training under supervision of RPI / RPAS SO until deemed qualified as competent to operate BVLOS.
 - c. Ensure that all RPs within their AoR have successfully completed a DSAT compliant MAA approved RPAS course, or an equivalent approved RPAS training package provided by a RAE that includes a flying assessment.
 - d. Be qualified on similar type RPAS to be operated.
 - e. Ensure that RPs are medically fit to operate the Categorized RPAS²⁰.
 - f. Ensure the RPI complies with RA 1604(7).
 - g. Have completed and be current for the RPAS RO / RPAS AM Briefing Day¹⁶.
 - h. Specify SQEP individuals (eg RPIs) to award RPAS flying privileges.

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Responsibilities

21. RPAS operating in the Specific S1 sub-category are not required to be supported by a:
- a. Senior Duty Holder;
 - b. Operating Duty Holder;
 - c. Delivery Duty Holder;
 - d. Accountable Manager (Military Flying);
 - e. Type Airworthiness Authority²¹;
 - f. Continuing Airworthiness Management Organization;
 - g. Chief Air Engineer.
22. **RPAS RO / RPAS AM.** It is anticipated that, in many instances, RPAS will be operated by organizations with either limited or no prior aviation experience. In such cases, the Unit Commander or civilian middle manager (who may have limited or no previous aviation experience) may be appointed as the RPAS RO / RPAS AM.

¹⁸ To include T&E when in the organization's CFAOS(BR) Approval and the RPAS AM is not appropriately T&E qualified.

¹⁹ The list of CAA approved RAEs is found in the Unmanned Aircraft section of the CAA website.

²⁰ The baseline minimum Joint Medical Employment Standard for Military RPs of Specific S1 Category RPAS is A-4. There is no baseline minimum Medical Employment Standard for Civilian RPs of Specific S1 Category RPAS. There are no Initial or Periodic Medical Examination requirements (both Military and Civilian) to operate RPAS in the Open Category and S1 sub-category. However, these baseline requirements may be further restricted via the LEC and / or the endorsed RA 1600 Annex B Categorization Safety Checklist.

²¹ The organization submitting a categorization submission for RPAS to be operate in the Open A2 sub-category, Open A3 sub-category and Specific S1 sub-category will ensure, and make clear within the Categorization submission, that either: the manufacturer is listed in the RPAS Endorsed Manufacturers List; or the RPAS being acquired has a EU / UK conformity marking, or be designed to similar standards.

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Therefore, the MAA will provide appropriate RPAS ROs / AMs Briefings¹⁶ to those assessed as requiring further training in order that they may be considered competent to manage the RtL associated with operation of the RPAS.

23. **RPAS SO and FOPH.** Training provided by a CAA approved RAE that includes a flying assessment or an equivalent DSAT compliant MAA approved RPAS course has been assessed as appropriate by the MAA to provide suitable training and assessment for RPAS SOs and FOPHs.
24. The RPAS SO / FOPH may also hold a dual role as an RPI.

**Regulation
1604(3)**

Remote Pilot Competence

1604(3) RPs operating RPAS in the Specific S1 sub-category **shall** be qualified and competent.

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Remote Pilot Competence

25. RPAS RPs **should**:
- a. Complete an RPAS training package, designed for RPs flying RPAS under MRP rules, that includes a flying assessment. This **should** be provided by a CAA approved RAE, or an equivalent DSAT compliant organization providing an MAA approved RPAS course. Where the training provided does not include flying under MRP rules, the RP **should** receive additional local training on MRP RPAS flying by an RPI as approved by the RPAS RO. If the training does not include a period of BVLOS flight, the RP **should** complete BVLOS practical flying training under supervision of RPI / RPAS SO until deemed qualified as competent to operate BVLOS.
 - b. Maintain a level of competence appropriate to the tasks being conducted.
 - c. Maintain an auditable record of RPAS training and flying activity.
 - d. Be familiar with all publications and processes required to safely operate the RPAS.
 - e. Be fully conversant with the RA 1600 Annex B Categorization Safety Checklist.
 - f. Maintain a log of the inspections and Maintenance carried out on their RPAS.

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Remote Pilot Competence

26. RPs will be appropriately trained and competent. RPs are required to understand and be fully conversant with all appropriate publications and RA 1604(4), to ensure that their RPAS are safe to operate and are being operated safely.
27. RPAS training will not be conducted while undertaking formal tasking.
28. RPAS SOs / FOPHs will ensure that all RPs receive Conversion To Type (CTT) training from an RPI.

**Regulation
1604(4)**

Safe Operation and Limitations

1604(4) RPAS operating in the Specific S1 sub-category **shall** be operated in a manner that minimizes Risks and Hazards to other airspace users or any other person, vessel, vehicle or Structure near where the RPAS is being flown.

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Safe Operation and Limitations

29. RPAS ROs and RPAS AMs **should** ensure:
- a. A level of Safety is provided in respect of collision avoidance, equivalent to that provided by the pilot of a crewed Aircraft, and that this is achieved using

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the 'Layered Safety Approach'²² (for operations either inside or outside UK airspace).

- b. Operations inside the UK Flight Information Region are flown in Segregated Airspace²².
- c. For RPAS ROs; That RPAS operations within another sovereign nation's territorial Airspace are conducted either:

- (1) For operations conducted with the nation's consent, iaw the relevant local, national, and international legal requirements, and satisfy diplomatic clearance requirements, or

- (2) For operations conducted without the nation's consent (ie conducted lawfully under the Law of Armed Conflict, UN Security Council resolution or other legal mandate), under 'Due Regard'²³ and outside Controlled Airspace; unless the Controlled Airspace has been created or assigned for the purposes of the Operation.

- d. For RPAS AMs; That RPAS operations within another sovereign nation's territorial Airspace and with that nation's consent are conducted iaw the relevant local, national, and international legal requirements and satisfy diplomatic clearance requirements²⁴.

- e. That RPAS operations in international Airspace are conducted iaw relevant international legal requirements and under 'Due Regard'²³.

30. RPAS ROs and RPAS AMs **should** detail in orders:

- a. The operating limitations and regulatory requirements applicable to operations in their AoR.
- b. The procedures to be followed for piloted control.
- c. The applicable emergency procedures, including any requirements for pre-planned emergency recovery sites.
- d. The protocols required to manage control data-links.

31. RPs **should** be responsible for the safe operation of the RPAS and not present undue Risk or Hazard to other airspace users or any person, vessel, vehicle or Structure.

32. When flying in the UK, RPs **should** notify the Low Flying Booking Cell (LFBC)²⁵ in advance of any flying above 50 ft Above Ground Level, unless in Segregated Airspace activated for their use.

33. RPs **should** adhere to:

- a. Orders promulgated by the RPAS RO / RPAS AM.
- b. The RPAS Manufacturer's User or Operating Manual.
- c. The operating parameters and procedures detailed in the RA 1600 Annex B Categorization Safety Checklist and LEC.

34. RPs **should** conduct flight planning and Risk Assessments iaw the most restrictive of Orders and adhere to the following operating limitations:

- a. The 'Layered Safety Approach'.
- b. Operations are conducted in Segregated Airspace²².
- c. Operated, BVLOS²⁶, up to a maximum range of 2,000 m²⁷ from the RP.

²² For definition refer to MAA02: Military Aviation Authority Master Glossary.

²³ Refer to RA 2307 – Rules of the Air.

²⁴ Refer to AP1158 – Approval and Diplomatic Clearance for Flights to Destinations Abroad.

²⁵ Refer to RA 2330 – Low Flying. The LFBC can be contacted by telephone 01489 887 000 or 0800 515 544. RPs **should** be aware that Military Fixed Wing Aircraft may operate between 100 ft and 250 ft; and Rotary Wing Aircraft may operate below 100 ft. The LFBC will be able to offer information on potential pre-planned conflicting activity in the area.

²⁶ Refer to MAA02: Military Aviation Authority Master Glossary.

²⁷ Operations beyond 2,000 m maybe approved but the range, justification, and ability to support LSA to this range needs to be covered and approved in the Categorization Submission.

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35. RPAS operating in the Specific S1 sub-category **should not** be:
- Operated within 50 m of any person, vessel, vehicle or Structure not under the control of the RP except during take-off or landing.
 - Operated over or within 50 m of any Congested Area²².
 - Operated in the flight restriction zone of a protected Aerodrome²⁸, unless in receipt of appropriate permission from the Airspace Controlling Authority.
36. **Management of RPAS data link loss.** Suitable lost link procedures **should** be implemented to maintain safe flight (or safe termination), safe separation from other Aircraft, and to enable Aircraft recovery. In the event of an emergency in the Remote Pilot Station that requires abandonment, or the loss of Return feed data link that precludes safe control, lost link procedures **should** be followed.

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Safe Operation and Limitations

37. An RPAS RO may be required to employ Specific S1 sub-category RPAS outside limitations contained within their LEC, when there is an unplanned or unexpected operational imperative to do so²⁹. When such situations arise, the RPAS RO (or their representative when the RPAS RO is not deployed) needs to inform the operational commander³⁰ of the increased Risk associated with operating outside of the LEC. Although the urgency of a given situation may preclude formal process, an RPAS RO needs to demonstrate in retrospect a Risk analysis suitable to the context. There needs to be an assessment of the impact on third-parties (for example crewed aviation or civilian population in the area)³¹. The operational commander needs to agree to accept the Risk and record the decision to do so. Operations outside of the LEC have to cease immediately once the operational requirement has been met.
38. When operating with reduced visibility (eg at night, sandstorm, etc) over or in proximity to uninvolved people, the RPAS RO / RPAS AM will need to ensure the ability to operate safely (eg Night Vision Devices, etc).
39. RPAS publications are likely to include:
- The RA 1600 Annex B Categorization Safety Checklist for the RPAS.
 - Manufacturer's User or Operating Manual.
 - Specific orders or Instructions from the RPAS RO / RPAS AM.
 - Local orders such as those published by a Head of Establishment or Head of Unit.
40. The requirement to Authorize operations in the Specific S1 sub-category is not mandated; however, RPAS ROs / RPAS AMs may elect to implement an authorization process to formalize and account for any tasking conducted³².

Operations Inside UK Airspace

41. **Segregated Airspace.** Segregated Airspace is used as a mitigation for mid-air collision. RPAS ROs / RPAS AMs will detail the procedures to be followed to ensure that the RPAS remains within the Segregated Airspace (this might include restrictions on approaching the boundaries of allocated airspace or use of independent flight termination systems).
42. **Inside UK Danger Areas³³.** Operation within a designated UK Danger Area, authorized for BVLOS RPAS operations, is subject to the approval of the Danger Area command authority, and will be iaw the specific Danger Area, range or operating area instructions.

²⁸ Details of UK Aerodromes that fall into the 'protected' Category can be found within the [NATS eAIS Package](#). For Government Aerodromes see the [UK Mil AIP](#).

²⁹ Where safety, Environmental Protection or operational imperatives demand, the Regulations may be deviated from provided that a convincing case can be offered in retrospect.

³⁰ The empowered individual at the time with tactical awareness of the current operation or task.

³¹ Bounded by the Laws of Armed Conflict, superior command direction, Rules of Engagement and RtL to own forces.

³² If RPAS ROs choose to implement the Authorization process, they are advised to use the principles of RA 2306 – Authorization of Flights.

³³ Refer to MAA02 – MAA Master Glossary; and DSA 03.OME Part 3 (Formerly JSP 403 Volume 2) - Defence Code of Practice (DCOP) for Ranges.

**Regulation
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Special Purpose Clearances

1604(5) An RPAS Special Purpose Clearance (SPC) **shall** be invoked when the RtL associated with its usage is greater than the Risk identified within the Specific S1 LEC³⁴.

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Special Purpose Clearances

43. An SPC **should** be identified when an RPAS operating in the Specific S1 sub-category requires to be operated outside the bounds of its LEC, for a specific named Operation (and associated training).

44. An RPAS SPC **should** be authorized by the MAA and issued to the RPAS RO. An SPC **should** be for a defined activity and time bounded. The RPAS SPC review periodicities **should not** exceed 6 months.

45. When applying for a SPC the RPAS RO **should** supplement the original Categorization Submission for the RPAS with relevant details including a record of their judgement that the benefits of operating the RPAS with an RPAS SPC outweigh any increased RtL and submit it to the MAA iaw the RA 1600 Categorization submission process³⁴.

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Special Purpose Clearances

46. RPAS SPCs are situation dependant and bound by time (length of approval period) and airspace in which the operation will be conducted. They are not to be viewed as an alternative to long-term compliance.

47. An RPAS SPC is comparable to a Specific S2 sub-category and Certified Category Operational Emergency Clearance (OEC) and will only be used for flight under the following circumstances:

- a. In conditions of actual or potential hostile enemy action, or;
- b. In other conditions of operational imperative, to include training for actual or planned operations, when enabled by the RPAS RO.

48. The RPAS RO will ensure that a clear explanation of the Risks involved, and related operating instructions to support an RPAS SPC are incorporated into the Categorization Submission.

49. The RPAS RO will ensure that the authority required for an RPAS SPC to be enabled, guidance on the Risk involved, and related operating instructions are specified in appropriate orders.

**Regulation
1604(6)**

Handing over Control of Remotely Piloted Aircraft

1604(6) Handing over or taking over control of an RPA **shall** be conducted formally.

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Handing over Control of Remotely Piloted Aircraft

50. When a planned RPA sortie necessitates the handing over of control of the RPA, the associated RPs **should** plan the timings and other requirements in advance of the sortie.

51. When it is necessary to hand over control of an RPAS, 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.

52. The RPAS RO / RPAS AM **should** produce orders or instructions detailing actions in the event that verbal communication becomes impossible (eg intercom failure or suspected incapacitation).

³⁴ Refer to RA 1600 – Remotely Piloted Air Systems.

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Handing over Control of Remotely Piloted Aircraft

53. Nil.

**Regulation
1604(7)**

Remote Pilot Instructors

1604(7) RPIs **shall** be trained and competent.

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Remote Pilot Instructors

54. RPAS ROs and RPAS AMs **should** detail in orders:

- a. The types of RPI within their AoR;
- b. The experience level and course(s) required by personnel in their AoR to become an RPI.
- c. The required currencies and competencies required for an RPI qualification to remain valid.

55. RPIs are required to possess skills that enable the effective transfer of knowledge to their students, and **should** be trained to achieve the following baseline competences:

- a. Plan, prepare and deliver appropriately structured theoretical and practical teaching events.
- b. Manage trainees, students and instructional resources.
- c. Deliver specialist instruction to incorporate a range of differing learning styles.
- d. Integrate Human Factors training¹⁶ into all serials.
- e. Confirm / check learning has taken place, using appropriate practical techniques on the ground and in the air.
- f. Monitor and review trainee or student progress across the full range of RP training events.
- g. Produce comprehensive written reports on individual training outcomes.

56. RPIs **should**:

- a. Have qualified as an RPAS operator following successful completion of an approved MAA DSAT compliant course or a National Qualified Entity / RAE civilian course that includes a flying assessment.
- b. Be qualified as a Defence Trainer³⁵.
- c. Achieve Practitioner Level of the Defence Trainer³⁵ prior to awarding an MAA approved DSAT course qualification / competency for a RP to fly RPAS in this sub-category.

57. All RPIs **should** undertake an instructional competence check on an annual basis. This check **should** be conducted by a Defence Training Supervisor³⁵ who meets the criteria to be an Independent Assessor²² and who is qualified on the same or a similar RPAS type. It **should** include the following baseline competencies:

- a. Ability to impart skill and knowledge, utilizing effective analysis and debriefing.
- b. Proficiency in flying or airborne operating skills, and knowledge of the Air System on which tested.
- c. Standardization of current training practice.
- d. Knowledge of subjects allied to flying / Air System operation.

³⁵ Refer to JSP 822 – Defence Direction and Guidance for Training and Education.

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e. Review a sample of comprehensive written reports on individual training outcomes.

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Remote Pilot Instructors

58. Nil.