

RA 1920 – Aviation Arrangements in His Majesty’s / MOD Ships – Equipment Standards

Rationale

When new, His Majesty’s (HM) / MOD Ships¹ are procured, or existing Ships are modified, it is essential to ensure that aviation arrangements meet the appropriate Safety requirements and that the Ship equipment is designed to meet a minimum standard so that embarked aviation² can be operated safely. ►If◄ appropriate aviation arrangements are ►not◄ considered as part of Ship design, ►this◄ could restrict the operational capability of the aviation activities of ►the Ship◄ and ►the◄ Air Systems ►the Ship can operate.◄ Defence Standard (Def Stan) 00-133³ defines the appropriate specification requirements to be met for the introduction of aviation arrangements in HM / MOD Ships.

Contents

1920(1): Aviation Arrangements in His Majesty’s / MOD Ships – Equipment Standards

Regulation 1920(1)

Aviation Arrangements in His Majesty’s / MOD Ships – Equipment Standards

1920(1) The Ship Platform Authority (PA) **shall** ensure that all new and modified aviation arrangements are designed and built against a recognized standard appropriate to the intended use of the Air System.

Acceptable Means of Compliance 1920(1)

Aviation Arrangements in His Majesty’s / MOD Ships – Equipment Standards

1. The Ship PA **should** ensure that Ship aviation arrangements meet the minimum specification requirements of Def Stan 00-133 in:
 - a. New aviation capable Ships that are pre-Full Business Case approval on 31 May 14.
 - b. Legacy aviation capable surface Ships that are modified after 31 May 14.
2. Unless modified, legacy equipment is exempt from being compliant with Def Stan 00-133 Part 2 and Part 3 but **should** remain compliant with Part 0, Part 1 and Part 4.
3. If the Out of Service Date of legacy equipment is extended, a gap analysis against Def Stan 00-133 **should** be conducted by the Ship PA. This analysis **should** either demonstrate compliance or identify areas of non-compliance. The equipment **should** be modified to address these areas of non-compliance or an application for a Waiver / Exemption **should** be made to the MAA.
4. ►For vessels where there is a new requirement to operate Remotely Piloted Air Systems (RPAS), the Ship PA **should** update the vessels’ Certification Strategy. The Ship PA **should** present a Claim / Argument / Evidence case to the Naval Aviation and Technology Group⁴ stating the RPAS aviation arrangements standards. Guidance for areas of consideration is available in the Aviation Arrangements Claim / Argument / Evidence Checklist (available via the MAA’s websites).
5. Unless conducting Crossdeck Operations, Temporary Operating Authorization, or operating under a Trial Instruction all Air Systems **should** be within the Scope of the ship’s certificate, this applies to all HM / MOD ships including those not previously considered aviation capable, boats and submarines.◄

¹ As defined in the Defence Maritime Regulator (DMR) Master Glossary of Terms.

² Refer to RA 1395 – Authorization to Permit Embarked Aviation in His Majesty’s / MOD Ships.

³ Refer to Def Stan 00-133 – Aviation Arrangements in Surface Ships.

⁴ ►Refer to Naval Authority Rules for certification - DSA 03 DMR.◄

**Guidance
Material
1920(1)****Aviation Arrangements in His Majesty's / MOD Ships – Equipment Standards**

6. The Ship PA will be required to provide evidence that the aviation arrangements comply with Def Stan 00-133 as part of the Naval Authority Rules for Certification⁵.
7. A Modification to an aviation arrangement is deemed to be any design change that alters or affects the functionality, operability, output, purpose or physical characteristics of the arrangement.
8. **▶ The Ship PA will ensure all Air Traffic Management Equipment, new or significantly modified, have been through the Release into Service Process⁶. ◀**

⁵ DSA02-DMR – MOD Shipping Regulations for Safety and Environmental Protection.

⁶ **▶ Refer to RA 3134 – Air Traffic Management Equipment Release into Service Process. ◀**