**Application for Contractor Flying Approved Organization Scheme (CFAOS) Approval**

Application and Sponsor Endorsement for CFAOS Approval / Update in accordance with RA 1028:

1. Organization Reference (if applicable):
2. Organization Name:
3. Organization Trading Name (if different):
4. Address:
5. Accountable Manager (Military Flying)[[1]](#footnote-2) – Name:

– Position within Organization:

1. Organization Point of Contact:
2. E-mail:
3. Variation to existing approval: Select YES [ ]  or NO [ ]
4. UK MOD 2\* Air System Sponsor[[2]](#footnote-3), [[3]](#footnote-4) – Name:

– Position within UK MOD:

1. Operating Activity

 Air System Types and Marks:

 Description of Activity:

Description in plain text of the operating activities being undertaken with each Air System Type / Mark: ie delivery of specific task(s); training (of the organization’s personnel or customers / others); wider services; operating environments; Test & Evaluation (T&E); Display Flying; flying training (of the organization’s own personnel or for customers, with the level to which trained eg to Certificate of Qualification on Type (CQT) etc); passenger flying with relevant sub-categories; flight outside the UK FIR; etc. It should clearly state boundaries of activity, including timeframe. This section should form the initial baseline description and should be added to at updates (ie for variations to existing approvals it should always describe the totality of an Organization’s activity under the CFAOS, not just the variation).

1. Air System Type and Mark[[4]](#footnote-5):

|  |  | DAE Operating Categories[[5]](#footnote-6) |  |
| --- | --- | --- | --- |
| T&E Activity[[6]](#footnote-7) | Civilian Operated (In-Service) | Civilian Operated (Development) | Special Case Flying |
| Cat 1. Experimental / Developmental | N/A | [ ]  | [ ]  |
| Cat 2. Flight Safety-Critical | N/A | [ ]  | [ ]  |
| Cat 3. Production | N/A | [ ]  | [ ]  |
| Cat 4. Non-Flight Safety-Critical | N/A | [ ]  | [ ]  |
| Cat 5. Operational | [ ]  | [ ]  | [ ]  |

|  |  | DAE Operating Categories5 |  |
| --- | --- | --- | --- |
| T&E Support Activity | Civilian Operated (In-Service) | Civilian Operated (Development) | Special Case Flying |
| Trial Workup Flying | [ ]  | [ ]  | [ ]  |
| Trial Support Flying | [ ]  | [ ]  | [ ]  |
| QualEval Flying | [ ]  | [ ]  | [ ]  |

|  |  | DAE Operating Categories5 |  |
| --- | --- | --- | --- |
| Non-T&E Activity | Civilian Operated (In-Service) | Civilian Operated (Development) | Special Case Flying |
| Maintenance Test Flying | [ ]  | [ ]  | [ ]  |
| Internal Flying Training | [ ]  | [ ]  | [ ]  |
| Customer Flying Training | [ ]  | N/A | [ ]  |
| Passenger Flying  | [ ]  | [ ]  | [ ]  |
| Display Flying | [ ]  | [ ]  | [ ]  |
| International Flying | [ ]  | [ ]  | [ ]  |
| Continuation Training | [ ]  | [ ]  | [ ]  |
| Routine Flying | [ ]  | [ ]  | [ ]  |

1. A total of x Section 11 have been completed, one for each of the Air System Types and Marks as listed at Section 10.

**Definitions**

Trial Workup Flying Flying training undertaken to an approved schedule, to maintain, re-establish, improve, or check aircrew operating skills, techniques, or experience, in preparation for and a constituent part of, a specific flight trial.

Trial Support Flying Flying conducted in direct support of a flight trial, or in direct support of a flight trial by a T&E organization.

QualEval Flying Flying during which a test pilot (TP) or flight test engineer (FTE) (including student / trainee TP and FTE) without a valid Certificate of Qualification on Type (CQT) is allowed to handle an Air System to assess it, and to practice the skills required during a flight assessment.

Maintenance Test Flying Flights conducted in accordance with RA 2220 to confirm the performance, mission effectiveness or handling qualities and / or to perform diagnostic analysis of an Air System following maintenance.

Internal Flying Training Flying instruction / training conducted for the organization’s own aircrew and / or supernumerary crew in a new (or refreshed) skill, discipline, or air system Type / Mark. For Air Systems in the Civilian Operated (Development) Operating Category, the organization may be regarded as encompassing personnel from a third party when such activity is conducted as part of an Integrated Test, Evaluation and Acceptance Plan (or equivalent test plan) under an appropriate Sponsor-endorsed governance arrangement such as a Combined Test Team, and where an Military Permit To Fly (In-Service) or Release To Service could not reasonably be expected to exist.

Customer Flying Training Flying training conducted as part of a contract for customer aircrew and / or customer supernumerary crew.

Passenger Flying Passenger flying conducted in accordance with RA 2340; passenger sub-categories are to be fully articulated in Section 10.

Display Flying Display Flying activity in accordance with RA 2335; all Display Flying activities are to be fully articulated in Section 10.

International Flying Flying where a sector, or sectors, of flight takes place outside the UK Flight Information Region.

Continuation Training Flying training carried out to maintain, re-establish, improve, or check aircrew operating skills / techniques.

Routine Flying Flying activity, not within the above definitions, carried out in direct support of other non-T&E tasks / exercises.

1. AM(MF) Comments:

AM(MF) Signature: Date:

1. Sponsor Statement of Endorsement:

Operating activity is in UK MOD Interest5: Select YES [ ]  or NO [ ]

If Yes (select all that apply):

[ ]  There is a direct contract in place between the MOD and the Operator of the Aircraft for the provision of the activity.

[ ]  MOD personnel are required to fly on or fly the Air System(s), as either Aircrew, Remotely Piloted Air Systems operators, Supernumerary Crew, Supernumerary Support Crew, or Passengers, in order to achieve the output from the activity.

[ ]  The MOD is liable for any losses associated with operation of the Air System(s) whilst conducting the operating activity (including indemnification to sub-contractors).

[ ]  The Air System is owned by the MOD.

If No, then a statement why:

Approval is in the wider UK National interest;

The MAA is the appropriate regulatory authority to govern the activity, and why it should be conducted as Special Case Flying5 under MAA regulation.

1. Endorsed Air System Types and marks:
2. Further Comments:
3. Sponsor confirmation / endorsement that: Sections 1–16 are accurate; the application is in the UK MOD Interest or in the wider UK National interest; that the Sponsor understands the requirements placed upon them as Sponsor through RA 1019, and that the Sponsor is content to endorse the application.

Sponsor Signature: Date:

1. On completion, please send this form via email to: DSA-MAA-OpAssure-CFAOS-Group@mod.gov.uk.
1. For new applications, this will be the proposed Accountable Manager (Military Flying) (AM(MF)). [↑](#footnote-ref-2)
2. Refer to RA 1019 – Sponsor of Military Registered Civilian-Owned and Civilian Operated Air Systems - Air Safety Responsibilities. [↑](#footnote-ref-3)
3. For cases where an Organization has more than one Sponsor a separate Form 2 should be completed for each Sponsor against the applicable Air System(s) and operating activity(ies). [↑](#footnote-ref-4)
4. A separate Section 11 should be completed for each Air System Type. Where different Marks of the same Air System Type operate across identical Defence Air Environment (DAE) Operating Categories and activities then these may be listed in the same Section 11; however, if these differ then separate Section 11’s should be completed. There is no requirement to resubmit a Section 11 for any Form 2 amendments or uplifts where the Section 11 itself does not change. [↑](#footnote-ref-5)
5. As defined in RA 1160. [↑](#footnote-ref-6)
6. As defined in RA 2370. [↑](#footnote-ref-7)