

**NPA/24/22**

**Title of Proposal:** RA 1400 – Flight Safety

**RA(s) or Manual Chapter(s):** Whole Document

**Organizations and / or business sectors affected:** Whole Regulated Community

**RFC Serial No:** MAA/RFC/2021/187, 2022/161 and 2023/211

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*MAA LegAd (if required)*

Post	Name	Rank	Signature
N/A	N/A	N/A	N/A

**Cross-references to Other Documents or Relevant Sources**

**Other MRP Amendments:** N/A

**Service Inquiry Recommendations:** N/A

**AAIB Recommendations:** N/A

**Other Investigation Recommendations:** N/A

**Any Other Document:** N/A

**Feedback Notes for the Regulated Community**

The Regulated Community are invited to offer feedback about the proposed amendment in the following areas:

- Air or Flight Safety impact
- Operational impact
- Errors or omissions
- Timescale for implementation
- Cost of implementation
- Amendment to internal processes/orders
- Resourcing the outcome of change
- (Contract amendments because of the change)

The format for feedback is available within a single Excel Template file on both internal and external MAA websites; it is important to use this format to ensure that your responses are considered and answered correctly.

### **Summary of Proposed Amendment**

**Objective:** To ensure the RA 1400 remains up-to-date with current MoD aviation terminology and policy.

**Changes made:** RA 1400 has been amended to incorporate RFC's and the change to Quinquennial reviews.

**Impact Assessment:** Minimal.

**Consultation Period Ends:** 6 June 2024

The consultation period for this proposed amendment ends on the stated date. Please send your feedback, using the Response Form, via email to [DSA-MAA-MRPEenquiries@mod.gov.uk](mailto:DSA-MAA-MRPEenquiries@mod.gov.uk)

#### *MAA Approval*

<b>Post</b>	<b>Name</b>	<b>Rank</b>	<b>Signature</b>
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► This RA has been re-formatted for clarity and withdrawn Sub-Regulations have been removed. Other amendments have been made and change marks presented ◀

## RA 1400 - Flight Safety

### Rationale

*Flight Safety is a key component of Air Safety and is a collective endeavour to operate safely in the Defence Air Environment (DAE) that embraces any activity in flight or on the ground that contributes to the operation of Air Systems. A failure to enforce Flight Safety will increase Risk to Life and therefore coherent control of supporting activities is required. This RA details the requirements organizations dealing with Flight Safety are to manage, in order to ensure the safe operation of Air Systems.*

### Contents

#### 1400(1): Flight Safety

#### Regulation

##### 1400(1)

#### Flight Safety

1400(1) Aviation Duty Holders (ADH), Accountable Managers (Military Flying) (AM(MF)), Accountable Managers (AM)<sup>1</sup>, ► Heads of Establishment (HoE), ◀ Heads of ADH-Facing Organizations<sup>2</sup> ► and Heads of AM(MF)-Facing Organizations (AA-Facing Organizations)<sup>3</sup>, Remotely Piloted Air System (RPAS) Responsible Officers and RPAS AMs, ◀ **shall** have appropriate Flight Safety measures in place, and promulgate appropriate orders, to support the flying operations for which they are responsible.

#### Acceptable Means of Compliance

##### 1400(1)

#### Flight Safety

1. ADHs and AM(MF)s **should**:
  - a. Have a Flight Safety organization in place.
  - b. Produce orders or instructions detailing the Flight Safety organization and duties within their Area of Responsibility (AoR).
  - c. Nominate and issue Terms of References (TOR) to Suitably Qualified and Experienced Persons (SQEP) Flight Safety Officer (FSO) ► / Air Safety Officer (ASO)<sup>4</sup> ◀ and Foreign Object Debris (FOD)<sup>5,6</sup> Prevention Officers.
2. AMs, ► HoEs and AA ◀-Facing Organizations **should** produce orders and instructions detailing the Flight Safety measures and duties appropriate to the flying activity which they support.

#### Guidance Material

##### 1400(1)

#### Flight Safety

3. Relevant HoEs<sup>7</sup> may nominate and issue TORs to SQEP ► FSO / ASO ◀ and FOD Prevention Officers.
4. Flight Safety may include, but is not limited to:
  - a. Promotion of a positive Air Safety culture.
  - b. Identification of Hazards and Risks.

<sup>1</sup> Those AMs within: ► AA ◀-Facing Organizations; Maintenance Approved Organizations; or Air Traffic Management Equipment Approved Organizations. This RA excludes those AMs within Design Approved Organizations.

<sup>2</sup> 'Heads of ► AA ◀-Facing Organizations' includes but is not limited to: Aviation Delivery Team Leaders, Commodity Delivery Team Leaders, HoE, Military Continuing Airworthiness Managers (Mil CAMs).

<sup>3</sup> ► Refer to RA 1032 – Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying)-Facing Organizations – Roles and Responsibilities.

<sup>4</sup> Refer to RA 1440 – Air Safety Training. ◀

<sup>5</sup> As defined in MAA02: ► MAA ◀ Master Glossary.

<sup>6</sup> For further guidance and instructions for FOD prevention see AP 8000 – Air TLB Safety and Environmental Management System.

<sup>7</sup> 'Relevant HoEs' are the individuals with responsibility for Duty of Care within their AoR, where aviation activity takes place.

**Guidance  
Material  
1400(1)**

- c. Provision for the reporting<sup>8</sup> and investigation of all Flight Safety occurrences, subsequent understanding of the cause(s) and promulgation and implementation of lessons identified.
  - d. **▶ To share relevant Flight Safety information within the bounds of security and commercial considerations. ◀**
  - e. FOD prevention.
  - f. FOD removal.
5. **▶◀**
6. Additional guidance on Air Safety principles, policies and procedures can be found in RA 1200<sup>9</sup> and the MAA Manual of Air Safety.

Draft for NPA

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<sup>8</sup> **▶ Refer to RA 1410 – Occurrence Reporting and Management. ◀**

<sup>9</sup> Refer to RA 1200 – Air Safety Management.