

## RA 1023 – Chief Air Engineers – Air Safety Responsibilities

### Rationale

Aviation Duty Holders (ADHs) are personally Accountable<sup>1</sup> for ensuring the safe operation of Air Systems within their Area of Responsibility (AoR) and for ensuring that the associated Risks to Life (RtL) are As Low As Reasonably Practicable and Tolerable. Without appropriate specialist support, from a Suitably Qualified and Experienced Person (SQEP), technical aspects of an ADH's RtL assessments could become inaccurate and this would undermine their Air Safety Management System (ASMS). ► **This RA** ◀ requires ADHs to be supported by a Chief Air Engineer (CAE) who is a SQEP Crown Servant.

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### Regulation 1023(1)

#### Chief Air Engineers

1023(1) Each ADH **shall** be supported by a SQEP Crown Servant CAE.

### Acceptable Means of Compliance 1023(1)

#### Chief Air Engineers

1. ADH CAEs **should** hold a Letter of Authority.
2. When the issuer of a Letter of Authority departs their post, all Letters of Authority issued by that individual **should** remain valid for a maximum period of 3 months from when their replacement receives their own Letter of Authority. During this period, all sub-delegations **should** be reviewed and renewed as appropriate by the new incumbent.

#### Senior Duty Holder (SDH) CAE

3. Each SDH **should**:
  - a. Appoint a SQEP Crown Servant CAE to provide them with specialist technical support in delivering their Air Safety responsibilities.
  - b. Issue the SDH CAE with a personal Letter of Authority detailing their responsibilities ► ◀.
4. SDH CAEs **should** provide their SDH with Assurance that:
  - a. Air Systems, Airborne Equipment, ► ◀ Airfield Support Equipment, ► **Aircrew Equipment Assemblies and Survival Equipment** ◀ across the appropriate Service are being maintained in accordance with (iaw) extant Regulations, procedures, orders, the Air System Document Set (ADS), Approved Data and higher level instructions.
  - b. Engineering practices across their appropriate Service are to the appropriate standard.
5. SDH CAEs **should** provide their SDH with the following:
  - a. Technical advice on RtL.
  - b. Advice on technical issues associated with the Acquisition of new Air Systems or air capabilities.
6. SDH CAEs **should** ensure that:
  - a. ► **Operating** ◀ Duty Holder (ODH) CAEs meet the SQEP criteria in Table 1 below. Where an appointed ODH CAE does not meet these criteria, the SDH CAE **should** personally authorize non-compliance on a case-by-case basis and inform the MAA<sup>2</sup> of such decisions.

<sup>1</sup> Refer to RA 1020 – Aviation Duty Holder ► ◀ – Roles and Responsibilities.

<sup>2</sup> [DSA-MAA-OA-ACC@mod.gov.uk](mailto:DSA-MAA-OA-ACC@mod.gov.uk).

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- b. They issue ODH CAEs with personal Letters of Authority detailing their responsibilities, including the requirement for identifying appointed Level J and ► appointed ◀ Level K ► ◀ posts within the ODH's AoR<sup>3</sup>
- c. ODH CAEs are effective in the conduct of their role.

*Table 1 – CAE SQEP Criteria*

SQEP Criteria	DDH CAE	ODH CAE	SDH CAE
Engineering Council professional registration as a Chartered Engineer (CEng)	X	X	X
Has previous Level J experience	X	X	X
Has previous Level K experience		X	X
Has previous engineering experience in ► Capability and Acquisition / Project Delivery Career Field <sup>4</sup> aligned roles within the Defence Air Environment (DAE) ◀		X	X
Has successfully completed the Airworthiness of Military Aircraft Course - Practitioner (AMAC-P) <sup>5</sup>	X	X	
Has successfully completed the relevant Air System type-specific managers course – see para 17	X		
Has successfully completed the Duty Holder Air Safety Course (DHASC) <sup>5</sup>	X	X	X

**ODH CAE**

7. Each ODH **should** appoint a SQEP Crown Servant CAE to provide them with specialist technical support in delivering their Air Safety responsibilities.
8. ODH CAEs **should** provide the ODH and SDH CAE with Assurance that:
- a. Air Systems, Airborne Equipment, ► ◀ Airfield Support Equipment, ► Aircrew Equipment Assemblies and Survival Equipment ◀ are being maintained iaw extant Regulations, procedures, orders, the ADS, Approved Data and higher level instructions.
- b. Engineering practices across all ODH Air Systems and organizations are to the appropriate standard.
9. ODH CAEs **should** provide the ODH with the following:
- a. Technical advice on Rtl.
- b. Advice on technical issues associated with the Acquisition of new Air Systems or air capabilities.
10. ODH CAEs **should** ensure:
- a. Delivery Duty Holder (DDH) CAEs meet the SQEP criteria in Table 1. Where an appointed DDH CAE does not meet these criteria, the ODH CAE **should** personally authorize non-compliance on a case-by-case basis and inform the MAA<sup>2</sup> of such decisions.
- b. That they issue DDH CAEs with personal Letters of Authority, detailing their responsibilities. ► ◀
- c. DDH CAEs are effective in the conduct of their role.
- d. Military Continuing Airworthiness Managers<sup>6</sup> are effective in the conduct of their role.

<sup>3</sup> Refer to RA 1006 – Delegation of Engineering Authorizations ► and Manual of Airworthiness Maintenance - Process (MAM-P) Chapter 2.1 – Engineering Authorizations.

<sup>4</sup> Refer to the Capability, Acquisition and Project Delivery: Functional Knowledge Skills Experience Framework, via the Defence Intranet: Project delivery Hub, Directorate of Acquisition and Project Delivery, Head Office and Corporate Services (HOCS). ◀

<sup>5</sup> Course validities are detailed in RA 1440 – Air Safety Training.

<sup>6</sup> Refer to RA 1011 – Military Continuing Airworthiness Manager Responsibilities.

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e. That when multiple DDHs are operating from the same Station / Ship / Unit or Site, engineering activity is coordinated between all DDH CAEs.

f. ▶ They identify any and all appointed Level K and appointed Level J<sup>3</sup> posts within their AoR and ensure that personnel filling such positions are Competent to do so. ◀

11. ODH CAEs **should**:

a. Act as the Engineering lead for the ODH engineering Quality Management System (QMS)<sup>7</sup>.

b. Act as the Engineering lead for the ODH ASMS<sup>8</sup>, including for all support activities, ensuring that their AoR is adequately supported, resourced and managed in order to be safe to operate.

**DDH CAE**

12. Each DDH **should** appoint a SQEP Crown Servant CAE to provide them with specialist technical support in delivering their Air Safety responsibilities within their AoR.

13. DDH CAEs **should** provide the DDH with the following:

a. Technical advice on Rtl.

b. Advice on technical issues associated with the Acquisition of new Air Systems or air capabilities.

14. DDH CAEs **should** ensure that:

a. Air Systems, Airborne Equipment, ▶ ◀ Airfield Support Equipment, ▶ Aircrew Equipment Assemblies and Survival Equipment ◀ are being maintained iaw extant Regulations, procedures, orders, the ADS, Approved Data and higher level instructions.

b. Engineering practices across all DDH Air Systems and organizations are to the appropriate standard.

c. An effective DDH level engineering QMS ▶<sup>7</sup> ◀ is in place.

d. An effective process for the delegation<sup>3</sup> of engineering authorizations is in place.

e. When multiple DDHs operate from the same Station / Ship / Unit or Site, all engineering activity is coordinated.

15. The DDH CAE **should** act as the engineering lead for the DDH ASMS<sup>8</sup>, including all support activities and ensure that their AoR is adequately resourced to support the DDH's ASMS.

16. DDH CAEs **should** provide the DDH and ODH CAE with Assurance of para 14.

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17. Where Air System type-specific managers courses are not available, or a DDH CAE is responsible for several Air System types, an appropriate level of technical familiarisation is required for each Air System type.

18. It is understood that due to extant contractual arrangements, DDH CAEs may not be able to ensure that all Air Systems, Airborne Equipment and Airfield Support Equipment within their AoR are being maintained iaw extant Regulations and procedures, or engineering practices and Maintenance organizations are to the appropriate standard. In such circumstances, DDH CAEs need to conduct robust Assurance activity in order to provide the DDH with an equivalent level of specialist engineering support.

19. ▶ ◀

<sup>7</sup> ▶ Refer to MAM-P Chapter 11.1 – Defence Air Environment Quality Policy, RA 4815 – Maintenance Procedures and Safety and Quality Policy and RA 4951 – Quality System MRP Part M Sub Part G. ◀

<sup>8</sup> Refer to RA 1200 – ▶ ◀ Air Safety Management.

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