

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

RA 1019 - Sponsor of Military Registered Civilian-Owned Air Systems or Civilian Operated Air Systems - Air Safety Responsibilities

Rationale

For operational and technical reasons, organizations may need to utilize UK military registered Civilian-Owned Air Systems or Civilian Operated Air Systems. Use of Civilian-Owned Air Systems or Civilian Operated Air Systems could result in confusion as to where Air Safety responsibilities lie between MOD and industry personnel, leading to an increased Risk to Life. The appointment of a Sponsor will ensure that appropriate Air Safety governance arrangements are in place, and maintained, for the operation of such Air Systems.

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1019(1): Nomination of the Sponsor

1019(2): Civilian-Owned Military Operated Air Systems

1019(3): Civilian Operated (Development) or (In-Service) Air Systems

1019(4): Special Case Flying Air Systems

Regulation

1019(1)

Nomination of the Sponsor

1019(1) All Civilian-Owned Air Systems or Civilian Operated Air Systems intended for UK military registration **shall** have a Sponsor.

Acceptable Means of Compliance

1019(1)

Nomination of the Sponsor

1. The Sponsor **should** be:
 - a. For Open and S1 sub-category Remotely Piloted Air System (RPAS), 1* level or above; or
 - b. For all other Air Systems, 2* level or above.
2. The Sponsor **should** be a Crown Servant.
3. The Sponsor **should** have appropriate Competence, experience, and Letter of Delegation (detailing the Sponsor activities) from the relevant service Chief of Staff¹ or Defence Equipment and Support (DE&S) Chief Executive Officer.

Guidance Material

1019(1)

Nomination of the Sponsor

4. Nil.

Regulation

1019(2)

Civilian-Owned Military Operated Air Systems

1019(2) The Sponsor **shall** confirm that appropriate Air Safety arrangements are in place for UK military registered Civilian-Owned Military Operated Air Systems.

¹ Chief of Air Staff, Chief of General Staff, and the First Sea Lord and Chief of the Naval Staff.

**Acceptable
Means of
Compliance
1019(2)**

Civilian-Owned Military Operated Air Systems

Registration

5. The Sponsor **should**:
- Issue a Certificate of Usage (CofU)².
 - Apply for registration³, or confirm registration is already in place.

Flight Release and Limitations Document

6. The Sponsor **should** confirm the appropriate flight release and limitations document is approved^{4, 5} prior to flight.

Establishment of Air Safety Governance Arrangements

7. The Sponsor **should** confirm⁶ that:
- An appropriate ODH⁷ is nominated to be responsible for actively managing Air Safety.
 - A TAA⁸ has been appointed to manage Type Airworthiness (TAW).
 - The Aviation Duty Holders are supported for the management of Continuing Airworthiness by an MAA approved CAMO⁹.
8. The Sponsor **should** ensure that an appropriate model for TAW management is in place, dependent on the Air System's Operating Category, and define the delegation of TAW responsibilities between the TAA and TAW Manager¹⁰.

**Guidance
Material
1019(2)**

Civilian-Owned Military Operated Air Systems

9. If the Sponsor is not in DE&S, the agreement of a DE&S Operating Centre Director (OCD)¹¹ will be required to appoint an appropriate TAA.

**Regulation
1019(3)**

Civilian Operated (Development) or (In-Service) Air Systems

- 1019(3) The Sponsor **shall** confirm appropriate Air Safety arrangements are in place and are maintained for UK military registered Civilian Operated (Development) or (In-Service) Air Systems.

**Acceptable
Means of
Compliance
1019(3)**

Civilian Operated (Development) or (In-Service) Air Systems

Registration

10. For Civilian-Owned Civilian Operated Air Systems, the Sponsor **should**:
- Issue a CofU².
 - Apply for registration³, or confirm registration is already in place.

² Refer to RA 1160(3): Certificate of Usage.

³ Refer to RA 1161 – Military Registration of Air Systems Operating within the Defence Air Environment.

⁴ Refer to RA 1300 – Release To Service.

⁵ Refer to RA 5880 – Military Permit To Fly (Development) (MRP Part 21 Subpart P).

⁶ Open Category and S1 sub-category RPAS do not require a Type Airworthiness Authority (TAA), Continuing Airworthiness Management Organization (CAMO), or Operating Duty Holder (ODH). Refer to RA 1601 – RA 1604.

⁷ Refer to RA 1020 – Aviation Duty Holder - Roles and Responsibilities.

⁸ Refer to RA 1015 – Military Permit To Fly (Development) - Roles and Responsibilities.

⁹ Refer to RA 1016 – Military Continuing Airworthiness Management.

¹⁰ Refer to RA 1162(1): Air Safety Governance Arrangements.

¹¹ Refer to RA 1013 – Air Systems Operating Centre Director - Provision of Airworthy and Safe Systems.

**Acceptable
Means of
Compliance
1019(3)**

Flight Release and Limitations Document

11. The Sponsor **should**:
- Authorize and issue the Military Permit To Fly (MPTF) (In-Service) / (Single Task)¹², or
 - Authorize the use of the Release To Service if on temporary Allotment¹³, or
 - Confirm the MPTF (Development)⁵ is approved.

Establishment and Maintenance of Air Safety Governance Arrangements

12. The Sponsor **should** comply with the requirements of RA 1162¹⁴.

**Guidance
Material
1019(3)**

Civilian Operated (Development) or (In-Service) Air Systems

13. The Sponsor must ensure appropriate indemnity arrangements are in place¹⁵.

**Regulation
1019(4)**

Special Case Flying Air Systems

- 1019(4) The Sponsor **shall** confirm that appropriate Air Safety arrangements are in place and are maintained for UK military registered Special Case Flying Air Systems.

**Acceptable
Means of
Compliance
1019(4)**

Special Case Flying Air Systems

Registration

14. The Sponsor **should**:
- Issue a CofU².
 - Apply for registration³, or confirm registration is already in place.

Flight Release and Limitations Document

15. The Sponsor **should**:
- Confirm the MPTF (Special Case Flying)¹² has been approved by issuing their Certificate for Commencement of Flight, or
 - Confirm the MPTF (Development)⁵ is approved.

Establishment and Maintenance of Air Safety Governance Arrangements

16. The Sponsor **should** comply with the requirements of RA 1163¹⁶.

**Guidance
Material
1019(4)**

Special Case Flying Air Systems

17. The Sponsor will ensure appropriate indemnity arrangements are in place.

¹² Refer to RA 1305 – Military Permit to Fly (In-Service), (Special Case Flying) and (Single Task).

¹³ Refer to RA 1164 – Transfer of UK Military Registered Air Systems.

¹⁴ Refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems.

¹⁵ Refer to Defence Standard 05-100 - Ministry of Defence Requirements for Aircraft Flight and Ground Running, and Defence Condition 638 - Flights Liability and Indemnity, for further detail.

¹⁶ Refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems.

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