

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

## RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems

### Rationale

*UK military registration may be granted to a Civilian-Owned or foreign Military-Owned Air System that is not operated in MOD Interest and is not eligible for Civil registration, if it is deemed to be in the interests of the wider UK Government; their operation is categorized as Special Case Flying. However, without a clear understanding of the governance framework for this activity, there is a Risk that key Air Safety responsibilities may be diluted or neglected entirely, with the result that the Risks associated with operation of the Air System are not adequately managed. This RA details the Air Safety governance arrangements for the Special Case Flying of UK military registered Air Systems; such activities are conducted within the Special Case Flying Defence Air Environment (DAE) Operating Category<sup>1</sup>.*

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**1163(1): Air Safety Governance Arrangements**

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### Regulation 1163(1)

#### Air Safety Governance Arrangements

1163(1) The Sponsor **shall** confirm appropriate Air Safety arrangements are in place for the operation and Airworthiness of UK military registered Air Systems in the Special Case Flying DAE Operating Category.

### Acceptable Means of Compliance 1163(1)

#### Air Safety Governance Arrangements

1. The Sponsor **should** confirm:
  - a. That the operating organization is approved under the Contractor Flying Approved Organization Scheme (CFAOS).
  - b. That an appropriate Accountable Manager (Military Flying) (AM(MF)) is appointed<sup>2</sup>.
  - c. That the AM(MF) is supported for the management of Type Airworthiness (TAW) by an MAA approved Type Airworthiness Manager (TAM)<sup>3</sup> through a Letter of Appointment<sup>4</sup>.
  - d. The AM(MF) is supported for the management of Continuing Airworthiness (CAW) by an MAA approved Continuing Airworthiness Management Organization (CAMO)<sup>5</sup>.
  - e. The AM(MF) is supported by Competent organizations<sup>6</sup>.

### Guidance Material 1163(1)

#### Air Safety Governance Arrangements

2. For Special Case Flying, there are no non-delegable TAW responsibilities (as is the case for Air Systems in the Civilian Operated (Development) and Civilian Operated (In-Service) DAE Operating Categories)<sup>7</sup>.

<sup>1</sup> Refer to RA 1160 – The Defence Air Environment Operating Framework.

<sup>2</sup> Refer to RA 1028 – Contractor Flying Approved Organization Scheme.

<sup>3</sup> Refer to RA 1015 – Type Airworthiness Management.

<sup>4</sup> Refer to RA 1003(3): Delegation of Airworthiness Authority within a Design Organization holding Type Airworthiness management responsibilities.

<sup>5</sup> Refer to RA 1016 – Military Continuing Airworthiness Management.

<sup>6</sup> Refer to RA 1005 – Contracting with Competent Organizations.

<sup>7</sup> Refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems.

**Regulation  
1163(2)**

**Assurance of the Air Safety Governance Arrangements**

1163(2) The Sponsor **shall** confirm appropriate Assurance of the Air Safety arrangements is conducted for the operation and Airworthiness of UK military registered Air Systems in the Special Case Flying DAE Operating Category.

**Acceptable  
Means of  
Compliance  
1163(2)**

**Assurance of the Air Safety Governance Arrangements**

3. The Sponsor **should** confirm that appropriate Assurance is conducted of:
  - a. Flying operations,
  - b. CAw management,
  - c. TAw management,
  - d. Maintenance of the Air System,
  - e. The management of RtL within an Air Safety Management System (ASMS), and
  - f. The management of the Live Air System Safety Case within the ASMS.
4. When assessing the level of activity required to assure that the Air Safety arrangements are appropriate, the Sponsor **should** consider the operating context in which the activity will be undertaken, the potential for conflict of loyalties and the level of Risk exposure.

**Guidance  
Material  
1163(2)**

**Assurance of the Air Safety Governance Arrangements**

5. The Sponsor will take a RtL based approach in determining the appropriate oversight applied to the operating arrangements. The level of Assurance required is dependent upon the nature, number and / or significance of changes in Type Design, frequency and location of flying operations. The Sponsor determines the level of Assurance required of the Air Safety arrangements, and the decision-making activity that is being undertaken to support those arrangements, as appropriate for the activity.
6. When undertaking Assurance of Air System operations, it is important to assure that, as a minimum;
  - a. The MAA issued CFAOS schedule continues to cover the scope of the intended activity, and
  - b. The Air System continues to be operated within the flight conditions as defined and permitted by the Military Permit To Fly (MPTF) (Special Case Flying) or MPTF (Development).
  - c. Where the Air System is undertaking developmental activity, under the MPTF (Development), Assurance will be appropriate to enable oversight of the TAM's Authorization process and not re-occurring Assurance of every MPTF (Development) event.
7. The Sponsor will confirm that the AM(MF) has sought appropriate advice on the operating aspects of the Air Safety arrangements from appropriate Suitably Qualified and Experienced Persons (SQEP). The complexity of the arrangements and the activity being assured (novel and complex or inherently military in style) will dictate the level of SQEP. Particular attention may be necessary for those activities which are not normally within the capability of the flying organization and where SQEP external to the organization is being utilized.
8. The AM(MF) will provide the Sponsor with a copy of their annual Safety Statement<sup>8</sup>.

<sup>8</sup> Refer to RA 1205 – Air System Safety Cases.