

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

RA 1305 - Military Permit To Fly (In-Service), (Special Case Flying) and (Single Task)

Rationale

A Military Permit To Fly (MPTF) (In-Service) and MPTF (Special Case Flying) is the flight release and limitations document¹ authorizing the operation of an Air System in the Civilian Operated (In-Service)² and Special Case Flying DAE Operating Categories. An MPTF (Single Task) permits the bespoke flight release limitations for a specific flight outside of an MPTF (In-Service) or MPTF (Special Case Flying). Not having an MPTF (In-Service), MPTF (Special Case Flying) or MPTF (Single Task) could result in the Accountable Manager (Military Flying) (AM(MF)) and Aircrew not knowing the limitations placed on the Air System. This RA describes the process and Air Safety governance requirements for Authorization and issue of an MPTF (In Service), MPTF (Special Case Flying) and MPTF (Single Task).

Contents

Definitions Relevant to this RA

Applicability of this RA

1305(1): Military Permit To Fly (In-Service)

1305(2): Military Permit To Fly (In-Service) Recommendation

1305(3): Military Permit To Fly (In-Service) Preparation and Authorization

1305(4): Military Permit To Fly (Single Task)

1305(5): Military Permit To Fly (Special Case Flying) Recommendation

1305(6): Military Permit To Fly (Special Case Flying)

Definitions

Definitions Relevant to this RA

1. **MPTF (In-Service).** The MPTF (In-Service) is the flight release and limitations document applicable to Air Systems being operated under the Contractor Flying Approved Organization Scheme (CFAOS) in the Civilian Operated (In-Service) DAE Operating Category².
2. **MPTF (Special Case Flying).** The MPTF (Special Case Flying) is the flight release and limitation document applicable to Air Systems being operated under the CFAOS in the Special Case Flying DAE Operating Category.
3. **MPTF (Single Task).** The MPTF (Single Task) is the flight release and limitations document for bespoke circumstances when an Air System is required to operate outside its extant MPTF (In-Service) or MPTF (Special Case Flying). An example being a ferry flight following damage to the Air System. An MPTF (Single-Task) will apply for a single flight (or a series of multi-sector ferry flights) and will reflect the defined conditions under which the Air System is deemed safe to operate.

Applicability

Applicability of this RA

4. This RA applies to Air Systems, except Open and Specific S1 Category Remotely Piloted Air Systems, operating in the Civilian Operated (In-Service) and Civil Operated (Special Case Flying) DAE Operating Categories.

¹ Analogous to the Release To Service (RTS) authorizing the operation of an Air System in the Military Operated (In-Service) Defence Air Environment (DAE) Operating Category.

² The RTS may also be used by the Sponsor to authorize flying in the Civilian Operated (In-Service) DAE Operating Category for Air Systems temporarily Allotted in accordance with RA 1164. Refer to RA 1164 – Transfer of UK Military Registered Air Systems.

Regulation 1305(1)

Military Permit To Fly (In-Service)

1305(1) Civilian Operated (In-Service) Air Systems **shall** operate under an MPTF (In-Service).

Acceptable Means of Compliance 1305(1)

Military Permit To Fly (In-Service)

5. The MPTF (In-Service) **should** be an integrated document with all Limitations and associated Warnings, Cautions, and Notes detailed in the appropriate parts (see the MPTF (In-Service) template on the MAA websites) and:

- a. Define the permissible as-flown Configuration(s) of the Air System, establish the boundary and context for the supported Air System Safety Case (ASSC) and detail any procedural Safety mitigations required.
- b. Detail the permitted flight envelope of the Air System including discrete prohibitions³.
- c. Detail any Limitations, Warnings, Cautions, or Notes required as a result of Type Design Changes (eg: Air Launched Weapons (ALW))^{3, 4}.
- d. Include all Equipment that is authorized to be carried in or fitted to the Air System^{5, 6, 7}.
- e. Include all Temporary Information affecting the MPTF (In-Service).
- f. Record all Clearances with Limited Evidence (CLE).
- g. If applicable⁸, include a Minimum Equipment List (MEL).
- h. Include an Audit trail of amendments.
- i. Be subject to a formal review, by the Sponsor⁹, on a 5 yearly basis against the template and the recommendations leading to amendment of the MPTF (In-Service).
- j. Where there is any conflict between limits specified within the MPTF (In-Service) the most restrictive **should** be used.
- k. If referenced, include in the Aircrew Equipment Assemblies section, the DAP108B-0001-1 issue and amendment state.

6. There may be an urgent need to operate the Air System for a specific activity, beyond the approved limitations and constraints of the extant MPTF (In-Service), where an MPTF (Single Task) **should** be issued and authorized¹⁰.

7. The content of the MPTF (In-Service) **should** be:

- a. Auditable and traceable back to the source data.
- b. Maintained by the Operator throughout the life of the Air System and appropriate data retained¹¹.

Guidance Material 1305(1)

Military Permit To Fly (In-Service)

8. Temporary Information includes: Temporary Clearances, Temporary Restrictions, and Temporary Information Notices. The details of Temporary Information will be located in Part E of the MPTF (In-Service). Within Temporary Information, where a Temporary Clearance is used, it is to be of a genuinely transitory

³ Refer to RA 5810 – Military Type Certificate (MRP Part 21 Subpart B).

⁴ Refer to RA 1350 – Air Launched Weapon Release.

⁵ Refer to RA 1340 – Equipment Not Basic to the Air System.

⁶ Refer to RA 1345 – The Compendium of Airborne Equipment Release Certificates.

⁷ This RA is not applicable to items properly classified as cargo. Cargo is regulated by the Movement and Transport Safety Regulator as directed by JSP 800.

⁸ The inclusion of the MEL is applicable where the Master MEL forms part of the Type Certification Basis of the Air System.

⁹ Refer to RA 1019 – Sponsor of Military Registered Civilian-Owned Air Systems or Civilian Operated Air Systems – Air Safety Responsibilities.

¹⁰ Refer to RA 1305(4): Military Permit to Fly (Single Task).

¹¹ Refer to RA 1225 – Air Safety Documentation Audit Trail.

Guidance Material 1305(1)

nature (eg the clearance of a Modification for a short duration trial after which it will be removed, test equipment for short term use only, etc). Temporary Clearances with a fully substantiated and evidenced Safety Assessment would be included in Part E of the MPTF (In-Service) as stand-alone entries (not covered by a CLE); if the Safety Assessment is not fully substantiated or does not meet the Design Safety Target, the Temporary Clearance would also need to be covered by either a CLE and listed / cross-referenced in Part F. Temporary Clearances will be expected to reference the specific Air System tail numbers or other applicability restrictions (eg Aircrew requirements, software loads, operating restrictions, etc) it is applicable to.

Regulation 1305(2)

Military Permit To Fly (In-Service) Recommendation

1305(2) The TAA **shall** submit the Initial MPTF (In-Service) Recommendation or Major Changes to Type Design to the Operating Centre Director (OCD). The OCD **shall** approve and issue the MPTF (In-Service) Recommendation.

Acceptable Means of Compliance 1305(2)

Military Permit To Fly (In-Service) Recommendation

9. Preparation of the data to support the MPTF Recommendation **should** be completed by an appropriate Type Airworthiness Manager (TAM)¹².
10. The MPTF (In-Service) Recommendation evidence **should** provide the argument, backed up by appropriate evidence, that supports the Airworthiness arguments of the MPTF (In-Service). All clearances and associated limitations **should** be in a format consistent with the MPTF (In-Service) structure.
11. The TAA **should** submit the initial MPTF (In-Service) Recommendation, Major Changes to Type Design, and subsequent amendment and re-issue to the nominated OCD for Approval and issue. Amendments to, or re-issues of, the MPTF (In-Service) Recommendation **should** only be made by the TAM if agreed within the Sponsor's approved model for Type Airworthiness (TAw) management. Amendments to, or re-issues of, the MPTF (In-Service) Recommendation made by the TAM **should** be reviewed by the TAA and submitted to the OCD for Approval and issue.
12. As the approving authority for the MPTF (In-Service) Recommendation, the OCD **should** be at 2* level or above with an appropriate Airworthiness delegation.
13. The OCD **should** submit the initial MPTF (In-Service) Recommendation or Major Change evidence to the MAA for independent review¹³.
14. Once reviewed by the MAA, the OCD **should** issue the MPTF (In-Service) Recommendation to the Sponsor.
15. The Sponsor **should** ensure appropriate independent scrutiny of the MPTF (In-Service) Recommendation, alongside the operator submitted MPTF (In-Service).
16. The initial MPTF (In-Service) Recommendation **should** include, as a key component, the outcome of the MAA's Military Air Systems Certification Process (MACP)^{3, 14}.

Guidance Material 1305(2)

Military Permit To Fly (In-Service) Recommendation

17. The MPTF (In-Service) Recommendation is the statement, certified by the TAA and submitted to the OCD and Sponsor, that a Type Airworthiness Safety Assessment (TASA) has been prepared for the Air System and an acceptable level of Airworthiness has been achieved.
18. As part of the MACP, there is a requirement for type Certification evidence to support the issue of a Military Type Certificate (MTC) or an Approved Design Change

¹² Where there is no TAM, the MPTF (In-Service) Recommendation will be prepared by the TAA.

¹³ Via DSA-MAA-Cert-PTC@mod.gov.uk.

¹⁴ Refer to the Manual of Military Air System Certification (MMAC).

Guidance Material 1305(2)

Certificate (ADCC), which supports the issuance of an MPTF (In-Service). For types with existing Civil Type Certificates or those certified by another Military Airworthiness Authority that has been Recognized by the MAA¹⁵, the MAA may award credit towards completion of the MACP. Details of the structured two-part process to determine the credit to be awarded for such activities are detailed in RA 5810³ and the MMAR¹⁵.

19. To facilitate delivery of the Air System into service it might be necessary to clear certain aspects of the Air System in advance of others. In such cases, the MPTF (In-Service) will proceed in stages. The priority of each stage will be agreed between the appropriate AM(MF), the Sponsor and the TAA.

20. For Equipment Not Basic to the Air System (ENBAS), the TAM and / or TAA will ensure that the equipment Safety evidence covers all aspects of the proposed Air System's use and is appropriately addressed through a TASA. The TAA and / or TAM will ensure this Safety evidence supports the AM(MF)'s ASSC and if necessary, is captured in the relevant MPTF (In-Service) by including any associated Air System limitations applicable to the ENBAS.

21. The MAA independent Assurance¹³ of the MPTF (In-Service) Recommendation will examine Equipment Defence Lines of Development (DLoD) aspects of the MPTF (In-Service) Recommendation, equipment Risks and any associated Risk to Life (RtL), the communication of those Risks to the Sponsor and AM(MF) and, where appropriate, proposed mitigations. The MAA Audit will result in an Audit Report, covered by a Sponsor Assurance Letter to the Sponsor for consideration, giving MAA advice on the Equipment DLoD aspects of the MPTF (In-Service) Recommendation.

Regulation 1305(3)

Military Permit To Fly (In-Service) Preparation and Authorization

1305(3) The MPTF (In-Service) **shall** be prepared by the Operator and **shall** be authorized by the Sponsor.

Acceptable Means of Compliance 1305(3)

Military Permit To Fly (In-Service) Preparation and Authorization

22. The MPTF (In-Service) **should** be prepared by the Operator, ensuring appropriate input from all DLoD leads.

23. As the authorizing authority for the MPTF (In-Service) the Sponsor **should** be at 2* level or above with an appropriate delegation from the relevant service Chief of Staff or Chief Executive Officer.

24. Prior to authorizing the MPTF (In-Service) and subsequent amendments the Sponsor **should**:

- a. Ensure an appropriate level of independent scrutiny of the MPTF (In-Service) Recommendations and MPTF (In-Service) is undertaken.
- b. Obtain a Certificate of Registration for the Aircraft from the MAA¹⁶.
- c. Be satisfied that all RtL has been identified and brought to the attention of the AM(MF).
- d. Be satisfied that all DLoDs are at an appropriate level of maturity.
- e. Be satisfied that an Air Safety Management System (ASMS) is in place that describes how changes to an Air System, and any associated limitations and procedure, are to be managed.
- f. Be engaged with the AM(MF)'s ASSC governance structure to ensure the Operator has appropriate means to ensure the integrity of the MPTF (In-Service) is maintained.

25. Amendments to the MPTF (In-Service) **should** be prepared by the TAM and **should** be reviewed by the Operator and TAA before submission to the Sponsor for Authorization.

¹⁵ Refer to the Manual of Military Airworthiness Recognition (MMAR).

¹⁶ Refer to RA 1161(3): Request for Activation on the UK Military Aircraft Register.

**Guidance
Material
1305(3)**

Military Permit To Fly (In-Service) Preparation and Authorization

26. A flow chart summarizing the route to Authorization of the MPTF (In-Service) is at Annex A.
27. When authorizing the MPTF (In-Service), the Sponsor will take a proportionate based approach to the scrutiny that is required of the MPTF (In-Service) Recommendation and MPTF (In-Service), depending on the Air System's operating context. Independent scrutiny could be conducted by either a MOD organization (such as a Release To Service Authority) or a suitably independent, Competent and experienced civilian organization.
28. As the authorizing authority for the MPTF (In-Service), the Sponsor will consider the submission in light of the independent MAA Audit and the maturity of the other DLoDs as presented in an ASSC Report. The Sponsor may accept the MPTF (In-Service) Recommendation with Risk outside the Design Safety Target but will ensure that the AM(MF) has made an associated statement of tolerability and that it is captured appropriately in the ASSC. In considering an MPTF (In-Service) Recommendation, the Sponsor will, as a minimum:
- a. Obtain confirmation that all the operating and support elements necessary to preserve the Airworthiness of the Air System during operation are in place.
 - b. Review the adequacy of the Safety justification and consider the change in overall Risk to the Air System.
 - c. Highlight the implications on operating Safety.
 - d. Assure the sufficiency of the Air System Document Set.
29. Obtain Assurance that the DLoDs are at an appropriate level of maturity.

**Regulation
1305(4)**

Military Permit To Fly (Single Task)

- 1305(4) Civilian Operated (In-Service) and Special Case Flying Air Systems **shall** operate under an MPTF (Single Task) when required to operate outside the extant MPTF (In-Service) or MPTF (Special Case Flying).

**Acceptable
Means of
Compliance
1305(4)**

Military Permit To Fly (Single Task)

30. The 2* Sponsor **should** endorse the TAA / TAM decision to invoke an MPTF (Single Task).
31. The MPTF (Single Task) **should**:
- a. Follow the format shown in the MPTF (Single Task) template (held on the MAA websites).
 - b. Refer to relevant parts of the MPTF (In-Service) or MPTF (Special Case Flying) for clearances and limitations that remain applicable for the single task flight activity.
 - c. Define the additional clearances and associated limitations, beyond the Air Systems MPTF (In-Service) or MPTF (Special Case Flying), specific to the single task flight activity.
 - d. Define any additional as-flown Configuration(s) of the Air System.
 - e. Include any additional ENBAS that is required to be carried in or fitted to the Air System for the purposes of the single task flight activity.
 - f. Define any additional conditions to the MEL.

**Acceptable
Means of
Compliance
1305(4)**

32. For Civilian Operated (In-Service) Air Systems, issue and Authorization of the MPTF (Single Task) **should** be completed by the Sponsor's nominated TAA, with a copy sent to the Sponsor.
33. For Special Case Flying Air Systems, issue and Authorization of the MPTF (Single Task) **should** be completed by the Sponsor's nominated TAM, with a copy sent to the Sponsor.

**Guidance
Material
1305(4)**

Military Permit To Fly (Single Task)

34. The MPTF (Single Task) is a single task flight activity limitations-based document supported, where necessary, by evidence from all DLoDs.
35. Where the activity requires a series of ferry flights, within which the Airworthiness Configuration and limitations imposed on the Air System remain unchanged, then an MPTF (Single Task) is valid.

**Regulation
1305(5)**

Military Permit To Fly (Special Case Flying) Recommendation

- 1305(5) The Design Organization (DO) **shall** submit the Initial MPTF (Special Case Flying) Recommendation or Major Changes to Type Design to the TAM. The TAM **shall** approve and issue the MPTF (Special Case Flying) Recommendation.

**Acceptable
Means of
Compliance
1305(5)**

Military Permit To Fly (Special Case Flying) Recommendation

36. Preparation of the data to support the MPTF Recommendation **should** be completed by an appropriate DO.
37. The TAM **should** certify the initial issue of MPTF (Special Case Flying) Recommendation and subsequent amendment and re-issue.
38. The MPTF (Special Case Flying) Recommendation evidence **should** provide the argument, backed up by appropriate evidence, that supports the Airworthiness arguments of the MPTF (Special Case Flying). All clearances and associated limitations **should** be in a format consistent with the MPTF (Special Case Flying) structure.
39. The DO **should** submit the initial MPTF (Special Case Flying) Recommendation and Major Change evidence to the TAM for Approval and issue. Amendments to the MPTF (Special Case Flying) Recommendation made by the DO **should** be submitted to the TAM for Approval and issue.
40. The TAM **should** submit the initial MPTF (Special Case Flying) Recommendation or Major Change evidence to the MAA for independent review¹³.
41. Once reviewed by the MAA, the TAM **should** issue the MPTF (Special Case Flying) Recommendation to the Sponsor.
42. The Sponsor **should** ensure appropriate independent scrutiny of the MPTF (Special Case Flying) Recommendation, alongside the operator submitted MPTF (Special Case Flying).
43. The initial MPTF (Special Case Flying) Recommendation **should** include, as a key component, the outcome of the MAA's MACP^{3, 14}.

**Guidance
Material
1305(5)**

Military Permit To Fly (Special Case Flying) Recommendation

44. The MPTF (Special Case Flying) Recommendation is the statement, certified by the TAM and submitted to the Sponsor, that a TASA has been prepared for the Air System and an acceptable level of Airworthiness has been achieved.
45. As part of the MACP, there is a requirement for type Certification evidence to support the issue of an MTC or an ADCC, which supports the issuance of an MPTF

Guidance Material 1305(5)

(Special Case Flying). For types with existing Civil Type Certificates or those certified by another Military Airworthiness Authority that has been Recognized by the MAA¹⁵, the MAA may award credit towards completion of the MACP. Details of the structured two-part process to determine the credit to be awarded for such activities are detailed in RA 5810³ and the MMAC¹⁴.

46. To facilitate delivery of the Air System into its intended operation it might be necessary to clear certain aspects of the Air System in advance of others. In such cases, the MPTF (Special Case Flying) will proceed in stages. The priority of each stage will be agreed between the AM(MF), the Sponsor and the TAM.

47. For ENBAS, the TAM will ensure that the equipment Safety evidence covers all aspects of the proposed Air System's use and is appropriately addressed through a TASA. The TAM will ensure this Safety evidence supports the AM(MF)'s ASSC and if necessary, is captured in the relevant MPTF (Special Case Flying) by including any associated Air System limitations applicable to the ENBAS.

48. The MAA independent Audit¹³ of the MPTF (Special Case Flying) Recommendation will examine Equipment DLoD aspects of the MPTF (Special Case Flying) Recommendation, equipment Risks and any associated RtL, the communication of those Risks to the Sponsor and AM(MF) and, where appropriate, proposed mitigations. The MAA Audit will result in an Audit Report, covered by a Sponsor Assurance Letter to the Sponsor for consideration, giving MAA advice on the Equipment DLoD aspects of the MPTF (Special Case Flying) Recommendation.

Regulation 1305(6)

Military Permit To Fly (Special Case Flying)

1305(6) Special Case Flying Air Systems, not in development¹⁷, **shall** operate under an MPTF (Special Case Flying).

Acceptable Means of Compliance 1305(6)

Military Permit To Fly (Special Case Flying)

49. The MPTF (Special Case Flying) **should** be an integrated document, with all clearances and associated limitations detailed in the appropriate parts and:

- a. Follow the format shown in the MPTF (Special Case Flying) template (held on the MAA websites).
- b. Define the as-flown Configuration(s) of the Air System, establish the boundary and context for the supported ASSC and detail any procedural Safety mitigations required.
- c. Detail the permitted flight envelope of the Air System, including activities that are not permitted.
- d. Include all ENBAS⁵ that is authorized to be carried in or fitted to the Air System⁵.
- e. Include all temporary information affecting the MPTF (Special Case Flying).
- f. Include an Audit trail of amendments.
- g. If applicable, include an MEL.
- h. Be subject to a formal review, by the Sponsor, on a 5 yearly basis.

50. Procedures and limitations for the carriage, release, and jettison of Airborne Equipment (AE) or ALW **should** be included in the MPTF (Special Case Flying) of the Air System. AE and ALW Release certificates **should** be in the format detailed in RA 1345⁶ and RA 1350⁴, respectively.

¹⁷ Those under development **shall** operate under an MPTF (Development). See RA 5880 – Military Permit to Fly (Development) (MRP Part 21 Subpart P).

**Acceptable
Means of
Compliance
1305(6)**

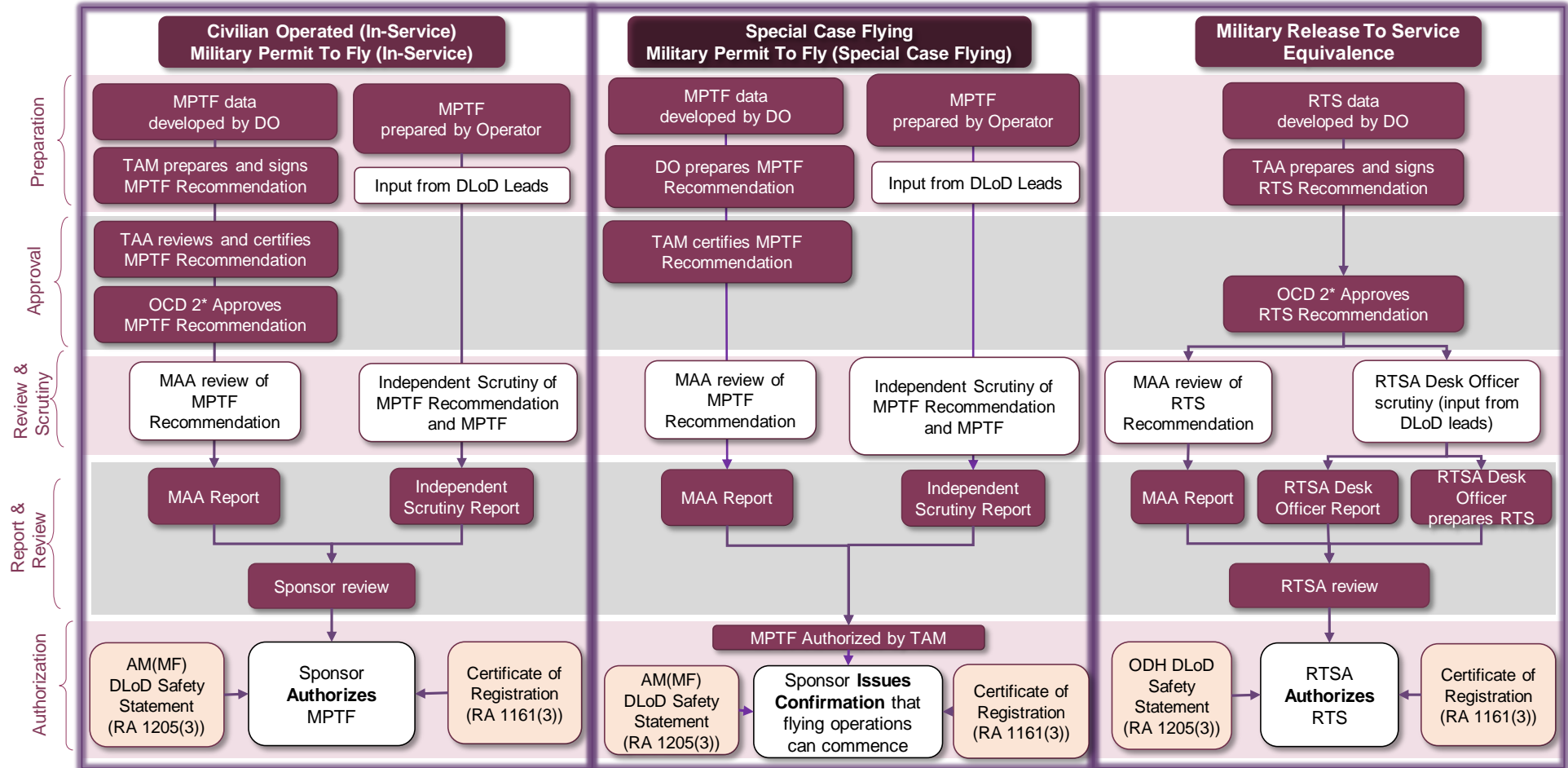
51. Preparation of data to support the MPTF (Special Case Flying) **should** be collated by an organization holding an appropriate MAA Design Approved Organization Scheme Approval.
52. Preparation of the MPTF (Special Case Flying) **should** be completed by the Operator, ensuring input from all DLoD leads.
53. The MPTF (Special Case Flying) **should** be approved and issued by the TAM.
54. The Sponsor **should** ensure Independent scrutiny of the MPTF (Special Case Flying) is completed.
55. Once satisfied with the MPTF (Special Case Flying); the independent scrutiny; and upon receipt of the Certificate of Registration, the Sponsor **should** authorize commencement of flying operations by issue of the Certificate of Commencement of Flight (template held on the MAA websites).
56. Amendments to the MPTF (Special Case Flying), and the subsequent changes to the approved MPTF (Special Case Flying), **should** be made by the TAM.
57. There may be an urgent need to operate the Air System for a specific activity, beyond the approved limitations and constraints of the extant MPTF (Special Case Flying), where an MPTF (Single Task) **should** be issued and authorized¹⁰.

**Guidance
Material
1305(6)****Military Permit To Fly (Special Case Flying)**

58. As part of the MACP, there is a requirement for type Certification evidence to support the issue of a MTC or an ADCC, which supports the issuance of an MPTF (Special Case Flying). For types with existing Civil Type Certificates or those certified by another Military Airworthiness Authority that has been Recognized by the MAA¹⁵, the MAA may award credit towards completion of the MACP. Details of the structured two-part process to determine the credit to be awarded for such activities are detailed in RA 5810³ and the MMAC¹⁴.
59. A flow chart summarizing the route to Authorization of the MPTF (Special Case Flying) is at Annex A.
60. The Certificate of Commencement of Flight needs to be issued for the initial MPTF (Special Case Flying) only.
61. For Major Changes, the Sponsor needs to be informed ahead of the MPTF (Special Case Flying) being re-issued.

Annex A

Figure 1 - Route to Authorization of a Military Permit to Fly (In-Service) and (Special Case Flying)



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