

RA 2357 – Troop Insertion and Extraction Systems

Rationale

The use of Troop Insertion and Extraction Systems (TIES) ► enables the generation of ◀ a range of military capabilities. However, these activities may be associated with increased levels of Risk to Life (RtL). This Regulatory Article (RA) requires that Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) understand the division of Safety Responsibilities and have robust orders and procedures in place to govern TIES activity.

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2357(1) ADH and AM(MF) **shall** ensure the RtL associated with TIES ► activity ◀ is managed within their Area of Responsibility (AoR) and that Safety Responsibilities associated with the activity are properly defined.

Acceptable Means of Compliance 2357(1)

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1. ► Joint Aviation Command (JAC) Operating Duty Holders **should** ensure that the current techniques, limitations, equipment and training to be undertaken by units conducting TIES activity is detailed in ◀ Digital Air Publication (DAP) 101A-1114 Troop Insertion and Extraction Systems Manual (hereafter referred to in this RA as the DAP►◀). ►◀
2. ►◀
3. TIES activity **should** be conducted in accordance with (iaw) the DAP ► and applicable ADH / AM(MF) orders and instructions. It **should** also remain within the limitations of ◀ the relevant Air System Document Set or, for non-Release To Service flying operations, the Military Permit To Fly ►◀.
4. ► ADH / AM(MF) **should** ensure that TIES equipment is assessed iaw RA 1340². ◀
5. Where TIES activity is conducted within their AoR, ADH / AM(MF) **should** ensure that this activity is specifically included within the Air System Safety Case (ASSC) iaw RA 1205³. The ASSC **should** define the boundaries of ►◀ Responsibility ► for Risk to Life (RtL) ◀ between the ADH / AM(MF) and any ADH-Facing Organization ► and AM(MF)-Facing Organization (AA-Facing Organizations) ◀ (such as the ► individual's ◀ Chain of Command) conducting the TIES activity.
6. ► AA ◀-Facing Organizations ► conducting TIES activity ◀ **should** ensure ►◀ that ► their personnel ◀ are fully trained, Competent, current, suitably equipped and fit to conduct the TIES activity iaw the DAP and any additional requirements stated in ADH / AM(MF) orders and instructions.

ADH / AM(MF) Orders and Instructions

7. Where TIES activities are conducted ► on Aircraft ◀ within their AoR, ADH / AM(MF) **should** publish orders and instructions that detail ► how the activities are to be conducted. These orders and instructions **should not** be more permissive than those set out in the DAP. ◀ As a minimum⁴ ► they **should** include ◀:
 - a. The ► minimum ◀ Aircrew and Supernumerary Crew ► experience, ◀ qualifications, ►◀ Competence levels ► and currency ◀ required to conduct TIES ► activity ◀ within their AoR.

¹ ► Access to the DAP can be obtained from JAC-Trg for Defence organizations and via the MAA Contractor Flying Approved Organization Scheme (CFAOS) Branch for CFAOS organizations (DSA-MAA-OpAssure-CFAOS-GROUP@mod.gov.uk).

² Refer to RA 1340 – Equipment Not Basic to the Air System. ◀

³ Refer to RA 1205 – Air System Safety Cases.

⁴ This list is not exhaustive, and ADH / AM(MF) **should** provide additional detail, as necessary.

Acceptable Means of Compliance 2357(1)

- b. Aircrew and Supernumerary Crew training requirements prior to the conduct of TIES activity on Aircraft in their AoR.
- c. The Approval and Authorization process to be followed for TIES activity on Aircraft within their AoR.
- d. Restrictions or prohibited flight profiles, training events or manoeuvres for flights involving TIES.
- e. ▶◀
- f. The Safety and survival drill requirements for TIES activity on Aircraft within their AoR.
- g. The wearing and carriage requirements of approved Aircrew Equipment Assemblies and Safety Equipment during TIES activity.
- h. Training and operating requirements for ▶AA◀-Facing Organizations.

TIES Accident and Incident Reporting

8. TIES Accidents or Incidents **should** be reported iaw RA 1410⁵ ▶and◀ the respective single-Service reporting mechanisms iaw JSP 375⁶, ▶where applicable.◀

Guidance Material 2357(1)

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9. ▶RtL management associated with◀ TIES ▶activity is◀ divided between those pertinent to aviation and those pertinent to the specific conduct of the activity. For example, there are Responsibilities regarding on-Aircraft Safety and the air-delivery of personnel to within safe navigation parameters etc that would routinely be the Responsibility of the ADH or AM(MF). Similarly, there are Responsibilities regarding personnel and equipment, such as fitness and training etc that would be the Responsibility of the commander who ▶has a personal◀ duty of care ▶◀ for the personnel undertaking the specific activity.

10. Where TIES ▶activity◀ is conducted on Aircraft within their AoR, ADH / AM(MF) orders and instructions will have robust procedures and processes for the management of the RtL associated with the activity but also how the ▶AA-Facing Organization◀ / duty of care Responsibilities of ground commanders or other organizations involved with the activity are to be conducted. Both the ADH / AM(MF) and the commander will understand the division of Responsibilities prior to conducting the activity.

11. For the purposes of this RA, TIES ▶activity comprises◀ the following techniques:

- a. Fast Roping.
- b. Abseiling from helicopters.
- c. Deplaning Rope Descender.
- d. Ladder Troop Extraction Systems ▶◀.
- e. Rope Troop Extraction Systems.

⁵ Refer to RA 1410 – Occurrence Reporting and Management.

⁶ Refer to JSP 375 – Management of Health and Safety in Defence.