



03 April 2025

## MAA/RI/2025/02 – Transitional Arrangements for the Regulatory Article 1700 Series (Airborne Equipment)

### References:

- A. Service Inquiry into the death of a Royal Air Force parachute instructor at RAF Weston on the Green on 02 Sep 2021<sup>1</sup>, published 22 Jun 2023.
- B. JSP 815: Defence Safety Management System, version 1.2, dated Sep 2024.

### Issue

The Military Aviation Authority (MAA) is issuing a new series of Regulatory Articles (RA) to regulate Airborne Equipment activities and provide an Assurance framework for the management of Airborne Equipment related Duty of Care (DoC) and Risk to Life (RtL).

### Scope

This Regulatory Instruction (RI) relates to the replacement of the existing Airborne Equipment RAs (RA 1150, RA 1345, and RA 2355) with the new RA 1700 Series (Airborne Equipment).

### Aim

The aim of this RI is to inform the relevant organizations involved with Airborne Equipment activities in the Defence Air Environment of the changes being introduced by the new RA 1700 Series.

### Implementation

This RI is effective immediately.

### Background

Following the publication of a recommendation at Reference A, JSP 815, a coroner recommendation, and issuance of Ministry Of Defence (MOD) 3\* direction the MAA were directed to amalgamate the existing Airborne Equipment related Regulations (primarily from: RA 1150<sup>2</sup>, RA 1345<sup>3</sup>, and RA 2355<sup>4</sup>) into a single unified Regulatory set. In addition, the MAA were directed to create new Regulatory requirements to internally (to the UK MOD) regulate and assure the safe provision of on-duty sports parachuting activity (collectively known as non-combat parachuting) within the UK armed forces.

This new Regulatory set provides direction and guidance for an expanded set of activities and provide clarity on the requirements aligned to an activity. This provides an update to RA 1150 and in doing so introduces new Regulations from the MAA Regulatory Publications that will now be applicable to Airborne Equipment activities.

<sup>1</sup> <https://www.gov.uk/government/publications/investigation-into-the-fatality-of-a-royal-air-force-parachute-instructor-at-raf-weston-on-the-green-on-2-september-2021>.

<sup>2</sup> Refer to RA 1150 – Airborne Equipment and Airborne Forces.

<sup>3</sup> Refer to RA 1345 – The Compendium of Airborne Equipment Release Certificates.

<sup>4</sup> Refer to RA 2355 – Static Line and Freefall Parachuting.



The Airborne Equipment community should be aware that the option of using civil equipment from Aircraft that are on the UK Military Aircraft Register has been removed.

It is anticipated that there will be some additional work by the Airborne Equipment community when the new Regulatory set is first published to understand the changes and update any local orders / procedures.

Following a review of the Airborne Equipment activities being conducted by the UK MOD, the themes that are applicable are:

- a. Airborne Equipment (RA 1700);
- b. MOD-approved Airborne Forces Equipment (RA 1701);
- c. MOD-approved Aerial Delivery Equipment (RA 1702);
- d. Foreign Military Airborne Forces Equipment (RA 1703); and
- e. Non-Combat Parachuting (RA 1704).

This RI provides the transitional arrangements for the new MAA Airborne Equipment Regulatory set being introduced.

## **The application of Duty Holding to Non-Combat Parachuting (Joint Service Adventurous Training and Sports Parachuting)**

Sports parachuting is a military activity in accordance with (iaw) the definition within JSP 815 meaning the Duty Holder (DH) construct may be applied. The DH construct is a method to assist management of the DoC in higher Risk level activity.

### **Background**

The Service Inquiry (SI) into the death of Sgt Rachel Fisk recommended that all sports parachuting within the armed forces be internally regulated to assure the safe provision of all on duty parachuting activity<sup>5</sup>. In response the RA 1700 series ensures that a DH is responsible for assuring the RtL to a level that is As Low as Reasonably Practicable (ALARP) and Tolerable for all parachuting conducted whilst on duty.

### **Application of the DH construct to sports parachuting**

The policy for Duty Holding is set out within JSP 815 and states that *“Duty Holding must be applied for military activities that the Defence Organisation’s most senior leader considers:*

- a. *are justified and present a credible and reasonably foreseeable Risk to Life (RtL); and*
- b. *the Duty of Care, or other statutory arrangements and / or the control of risks are considered to be inadequate and require enhanced safety management arrangements;*  
*or*
- c. *are mandated through regulation.”*<sup>6</sup>

<sup>5</sup> Refer to Service Inquiry into the death of a Royal Air Force parachute instructor at RAF Weston on the Green, <https://www.gov.uk/government/publications/investigation-into-the-fatality-of-a-royal-air-force-parachute-instructor-at-raf-weston-on-the-green-on-2-september-2021>, published 22 Jun 2023, Recommendation DSA/SI/04/21/WOTG 1.4.313.

<sup>6</sup> Refer to JSP 815 Vol 2: Defence Safety Management System (SMS) Direction and Guidance; Element 5: Supervision, Contracting and Control Activities; page 3; [https://assets.publishing.service.gov.uk/media/66e18438dd4e6b59f0cb2500/JSP\\_815\\_-\\_Element\\_5\\_Supervision\\_contracting\\_and\\_control\\_activities\\_v1.2.pdf](https://assets.publishing.service.gov.uk/media/66e18438dd4e6b59f0cb2500/JSP_815_-_Element_5_Supervision_contracting_and_control_activities_v1.2.pdf).



Military activities “Are those that can be directly or indirectly linked to military outputs and are at the discretion of the Service Chief or the Defence organisation’s senior leader”<sup>6</sup>.

JSP 660 categorizes all Sport that is authorized by UK Armed Forces with sports parachuting being a Category 2 sport. The JSP sets out that “Competitive sport plays a key role in the development of UK Armed Forces (UKAF) operational capability. One of the three pillars of Physical Development alongside Physical Training / Education and Adventurous Training, sport makes a significant contribution to operational effectiveness, fighting spirit and personal and collective development”<sup>7</sup>.

Sports parachuting is an authorized sport, conducted on duty, publicly funded and JSP 660 sets out the role sport plays within the armed forces. As a result, sports parachuting is a military activity iaw the definition within JSP 815.

Applying the policy requirements for Duty Holding to sports parachuting acknowledges that there is a credible and reasonably foreseeable RtL and the recommendation from the SI identified that there was an additional need for defence Regulation to apply. The application of a DH construct to sports parachuting is in line with extant policy.

### Duty of Care

DoC is a legal obligation to take proper care to avoid causing foreseeable harm to those to whom the duty is owed or to put it another way a duty to take reasonable care. The MOD has a DoC towards its people who are on duty and conducting MOD arranged and supported sports parachuting activity.

Additionally, under the Health and Safety at Work etc Act 1974 every employer has a statutory duty to ensure that, so far as is reasonably practicable, the health, safety and welfare of employees are protected. In light of the analysis above, this will include sports activities conducted on duty.

If a breach of the DoC occurs and a Service member is injured or harmed during a sporting activity, they may have legal recourse to seek compensation for that harm.

In addition to the MOD as the employer, individual personnel will have a DoC towards those involved in the activity depending on their role. From the perspective of the tort of negligence under the principle of vicarious liability any claim will be against the MOD so long as individuals were acting in the course of their Service. This means that it is in the department’s interest to ensure that all involved personnel meet their DoC standards as it is the MOD that are ultimately responsible.

The extent of the DoC depends on the facts of any given situation. For sports parachuting the activity is not wholly controlled by the MOD or its employees with large elements provided by civilian entities. As a result, the DoC will not be as extensive as it would for MOD owned and operated activity, but there remains a residual DoC.

In addition to claims of negligence the offence of corporate manslaughter is also relevant when considering sports activities. The MOD benefits from a number of exemptions from the act but these do not extend to sports activities and so the MOD could be criminally liable if the way in which it manages its activities is grossly negligent.

<sup>7</sup> Refer to JSP 660: Sport in the UK Armed Forces; Part 1: Directive; Chapter 1: Sport Policy.



### **Duty Holding and Duty of Care**

The DH framework is not a legal one and is not an alternative to the DoC. There exists a DoC for this activity regardless of whether there is an appointed DH to manage the risk. Nor does the DH construct replace or displace the DoC but is a framework to manage the Risk and mitigate to a level that is ALARP and Tolerable. Appointing a DH with responsible for the activity ensures that the Risk is appropriately managed.

Sports Parachuting is civilian regulated and the RA 1700 series does not change that but the civilian Regulation does not displace the MOD's DoC towards its personnel.

### **Transitional Arrangements**

The MAA recognizes that time is required to implement the new arrangements described in the RA 1700 Series. To support this, a transitional period of 12 months, until 03 April 2026, will be in place.

During the transition period the last issues of RA 1150<sup>2</sup>, RA 1345<sup>3</sup> and RA 2355<sup>4</sup> have been included at the end of this RI for reference use.

### **Queries**

Any observations or requests for further guidance on the content of this RI should be submitted by email to [DSA-MAA-MRPEenquiries@mod.gov.uk](mailto:DSA-MAA-MRPEenquiries@mod.gov.uk).

**DSA-MAA-RegCert-Hd**



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## RA 1150 - Airborne Equipment and Airborne Forces ►◄

### Rationale

When Airborne Equipment<sup>1</sup> (AE) is employed there is potentially an associated Risk to Life (RtL). The RtL can be mitigated by application of selected regulations designed for Air Systems to the AE itself and the Airborne Forces (AF) Community<sup>2</sup> that use it.

### Contents

#### 1150(1): Application of Regulations ►◄

#### Regulation 1150(1)

#### Application of Regulations ►◄

1150(1) As a minimum, the AF Community **shall** comply with MAA  
►◄ Regulations detailed at Annex A ►◄.

#### Acceptable Means of Compliance 1150(1)

#### Application of Regulations ►◄

1. The AF Community **should** refer to the Acceptable Means of Compliance in the applicable Regulations listed at Annex A.

#### Guidance Material 1150(1)

#### Application of Regulations ►◄

2. AE is not defined as an Air System. The Regulations referenced in this RA were specifically written with respect to Air Systems; however, their intent is equally applicable to AE and also to the risk management framework necessary to allow Aviation Duty Holders (ADH) and other members of the AF Community to ensure RtL is managed appropriately.

3. Guidance regarding AE and AF Duty of Care and ADH responsibilities is contained in Annex B.

4. ►◄

<sup>1</sup> ► Refer to MAA02: Military Aviation Authority Master Glossary. ◄

<sup>2</sup> The AF community is defined as those organizations and personnel employed in the delivery of the UK's AF capability, as operators or in an engineering or other supporting role; it encompasses Aviation Duty Holders (ADH), Defence Equipment and Support and other AF Stakeholders.

## ANNEX A

## AE AND AF REGULATORY ARTICLE APPLICABILITY MATRIX

Applicable Regulatory Article	ADH	DE&S	Other AF Stakeholders
RA 1002 - ► <b>Airworthiness</b> ◄ Competent Persons	X	X	X
RA 1003 - Delegation of Airworthiness ► <b>Authority</b> ◄ and Notification of Air Safety Responsibility ► ◄		X	
RA 1005 - Contracting with Competent Organizations	X	X	X
RA 1006 - Delegation of Engineering Authorizations	X	X	X
RA 1012 - Chief of Materiel (Air) - Air Safety Responsibilities		X	
RA 1013 - ► ◄ Air Systems Operating Centre Director - Provision of Airworthy and Safe Systems		X	
RA 1014 - Design Organizations and Co-ordinating Design Organizations - Airworthiness Responsibilities		X	
RA 1015 - Type Airworthiness Authority - ► <b>Roles and</b> ◄ Responsibilities		X	
RA 1016 - ► <b>Military</b> ◄ Continuing Airworthiness ► <b>Management</b> ◄	X		
RA 1017 - Maintenance Organizations - Airworthiness Responsibilities	X	X	X
RA 1018 - Production Organization - Airworthiness Responsibilities		X	X
RA 1020 - ► ◄ Aviation Duty Holder and Aviation Duty ► <b>Holder-Facing Organizations - Roles and Responsibilities</b> ◄	X	X	X
RA 1021 - Release To Service Authorities – Roles and Responsibilities			X
RA 1022 - ► <b>Senior Operator</b> - ◄ Roles and Responsibilities ► ◄	X		
RA 1023 - Chief Air Engineer - Air Safety Responsibilities	X		
RA 1130 - Corporate Memory and Standards	X	X	X
RA 1140 - ► ◄ Air System Technical Data Exploitation	X	X	X
RA 1200 - Defence Air Safety Management	X	X	X
RA 1205 - Air System Safety Cases	X	X	X
RA 1210 - Ownership and Management of Operating Risk (Risk to Life)	X		
RA 1220 - ► <b>Delivery</b> ◄ Team Airworthiness and Safety		X	
RA 1225 - Air Safety Documentation Audit Trail	X	X	X
RA 1230 - Design Safety Targets	X	X	
RA 1240 - Chartering of Civilian ► <b>Air Systems</b> ◄ For Military Purposes	X	X	X
RA 1320 - ► <b>Withdrawn</b> ◄	► ◄	► ◄	► ◄
RA 1330 - Special Clearances	X	X	X
RA 1340 - Equipment Not Basic to the Air System	X	X	X
RA 1345 - The Airborne Equipment Release Certificates	X	X	X

Applicable Regulatory Article	ADH	DE&S	Other AF Stakeholders
RA 1370 - Release To Service Configuration Control and Audit Trail	X	X	X
RA 1400 - Flight Safety	X	X	X
RA 1410 - Occurrence Reporting	X	X	X
RA 1420 - Service Inquiries; Air Accident and Significant Occurrence Investigation	X	X	X
RA 1430 - Aircraft Post Crash Management and Significant Occurrence Management	X		X
RA 1440 - Air Safety Training	X	X	X

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## ANNEX B

## AE AND AF DUTY OF CARE AND AVIATION DUTY HOLDER RESPONSIBILITIES

Parachutists <sup>1</sup>	Airborne Equipment <sup>2</sup>	Aircraft Nationality <sup>3</sup>	Risk and Duty Holder of parachuting activity
UK Armed Forces	UK cleared equipment	UK Armed Forces <sup>4</sup>	Parachutists' Risk to Life Held by AE Operating Duty Holder (ODH)
UK Armed Forces	UK cleared equipment <sup>5</sup>	Non-UK	Parachutists' Risk to Life Held by AE ODH
UK Armed Forces	<b>No</b> UK clearance	Non-UK	Duty of Care held by AF 2* Commander within Parachutists' Front Line Command (FLC) <sup>6</sup>
UK Armed Forces	<b>No</b> UK clearance	UK Armed Forces	Duty of Care held by AF 2* Commander within Parachutists' FLC <sup>7</sup>
Armed Forces personnel (non-UK)	UK cleared equipment	UK Armed Forces	Parachutists' RtL Held by AE ODH <sup>8</sup>
Armed Forces personnel (non-UK)	<b>No</b> UK clearance	UK Armed Forces	ODH or FLC relates to ADH/Air System RtL <sup>9</sup> AE ODH SQEP to advise FLC
Armed Forces personnel (non-UK)	UK cleared equipment <sup>5</sup>	Non-UK	Parachutists' RtL Held by AE ODH <sup>10</sup> AE ODH SQEP to advise FLC

<sup>1</sup> Parachutists are required to be trained on the AE which they will be using.

<sup>2</sup> UK cleared equipment refers to airborne equipment that is authorised for despatch from the ► Air System ◀ by an Airborne Equipment Release Certificate (AERC) or Operational Emergency Clearance or Cleared with Limited Evidence for British ► Air Systems ◀ and the appropriate means for NATO or non-NATO ► Air Systems. ◀ For the purposes of this RA, risk management and ► ADH ◀ responsibilities of AE undergoing Air Warfare Centre trials is to be treated in the same way as UK cleared AE.

<sup>3</sup> It has been assumed that the AE has been cleared for use in the ► Air System, ◀ whether British, NATO or non-NATO.

<sup>4</sup> This includes ► Air Systems ◀ chartered and assured in accordance with RA 1240. To offset for a paucity in the availability of military ► Air Systems, ◀ elements of MAB training, RAF Falcons Parachute Display Team activities and non-O<sub>2</sub> elements of Air Concentration Exercises are conducted by chartering ► Air Systems. ◀

<sup>5</sup> If AE is to be used outside the scope and limitations of its AERC, MAA03 ► (Military Aviation Authority Regulatory Processes) ◀ will be consulted for direction on the application of Alternative Acceptable Means of Compliance, Waivers and Exemptions.

<sup>6</sup> The 2\* Commander within the Parachutist FLC will seek AE ODH Suitably Qualified and Experienced Person (SQEP) direction and guidance.

<sup>7</sup> Variations in deployment type, equipment capabilities and, or, assessments of training requirements will seek AE ODH SQEP advise.

<sup>8</sup> FLC responsibility includes ensuring the parachutist(s) have written approval and indemnity from their Government, are endorsed to undertake the task(s) they are presented for and are physical fit to do so.

<sup>9</sup> There is additional expansion of policy regulation in this area within STANAG 7190 AT Ed. 2 (applicable to NATO nations only), Operations Director (Jt Cap) and in 2 Gp Air Staff Orders (ASO).

<sup>10</sup> There is additional expansion of policy regulation in this area within STANAG 7190 AT Ed. 2 (applicable to NATO nations only), Operations Director (Jt Cap) and in 2 Gp ASO. The mechanism for AE ODH oversight and a process for understanding the division of responsibility between the ODH and FLCs is to be in place prior to conducting the activity as outlined in RA 2355.

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

## RA 1345 - The Compendium of Airborne Equipment Release Certificates

### Rationale

*The information in the Compendium of Airborne Equipment<sup>1</sup> Release Certificates (CAERC) underpins the Airworthiness of Airborne Equipment (AE) when carried in, and dispatched from, an aircraft; and it informs the Air System's Release To Service (RTS) on the carriage and operation of the equipment concerned. The carriage and dispatch of AE from aircraft presents additional Risks to Life to users, the public, and military personnel. To ensure AE are correctly and completely identified and understood; Safety Assessments are required, within the CAERC, for each aircraft and all special requirements, modifications and limitations (speed, height, flaps, etc).*

### Contents

#### 1345(1): The Compendium of Airborne Equipment Release Certificates

### Regulation 1345(1)

#### The Compendium of Airborne Equipment Release Certificates

1345(1) All AE **shall** have a certificate describing the conditions and limitations for safe carriage and dispatch from an aircraft.

### Acceptable Means of Compliance 1345(1)

#### The Compendium of Airborne Equipment Release Certificates

1. AE **should** be certified through the issuance of AE Release Certificates which are to be included in the CAERC by the AE Type Airworthiness Authority (TAA).
2. The CAERC **should**:
  - a. Be issued by the AE TAA and Delegated Release To Service Authority (DRTSA).
  - b. Conform to the CAERC held on the MAA websites.
  - c. Record all Special Clearances including Operational Emergency Clearances (OEC) and Clearances with Limited Evidence (CLE), and be suitably marked.
  - d. Include an audit trail of amendments.
  - e. Be subject to a formal review on a routine basis.
3. The AE TAA **should** provide and maintain an auditable trail for all changes to Airworthiness documentation and ensure the equipment and the associated reference documents are trackable and preserved throughout the life of the affected equipment plus 5 years<sup>2</sup>.
4. Where civilian or non-UK military aircraft are to be used as the dispatching aircraft, a rigorous Safety Assessment **should** be made by the AE TAA of the aircraft, its suitability, the interaction of the AE with the aircraft and all special requirements, modifications and limitations (speed, height, flaps etc). The Safety Assessment **should** be listed in the CAERC. The CAERC lists these aircraft that have been assessed as suitable by type or, if required, registration number. Particular attention **should** be made where the intention is to use static line Airborne Forces Equipment (AFE).
5. The AE TAA **should** inform the Aviation Duty Holder (ADH) of all identified operating risks.

<sup>1</sup> Defined in MAA02.

<sup>2</sup> Refer to RA 1225 – Air Safety Documentation Audit Trail.

**Guidance  
Material  
1345(1)****The Compendium of Airborne Equipment Release Certificates**

6. AE is the generic term covering the wide variety of parachuting assemblies for personnel and equipment, airdrop platforms, supply dropping equipment and ancillary items that are used for the insertion of personnel and equipment onto Drop Zones. This equipment can be split into three areas: Airborne Forces Equipment (AFE), Aerial Delivery Equipment (ADE), and Ancillary Equipment.

7. The AE defined in the CAERC allow for peacetime training, exercise, contingency, threat and war conditions.

**The AERC and the AE Documentation Set (AEDS)**

8. The MOD must ensure that all safety-related risks have been identified, and are managed. A key process of Safety Management is the dissemination of authorized limits, procedures and operating information to the personnel involved with AE, be these the aircrew in the aircraft from which the dispatch takes place, the parachutists, the equipment / parachutist dispatchers, or maintainers of AE. This function is fulfilled by the AEDS.

9. The CAERC is central to the Airworthiness of the AE. It is the apex document in a suite of documents and publications which make up the AEDS, and is used to ensure the safe operation of the equipment. The supporting documentation within the AEDS includes the various operators' publications, the equipment support policy statements and the technical publications; some of these items may be aircrew / aircraft-specific. The CAERC provides the authority to various elements of the AEDS, with the RTS providing authority to any associated, aircraft-specific publications.

**Target Audience**

10. The target audience for the CAERC is the operators and engineers specifically associated with the equipment concerned, as well as those associated with the aircraft within which the equipment will be carried and from which it will be dispatched.

**Structure and Control of the CAERC**

11. The Compendium of CAERC is a controlled document under the management of the AE TAA. The individual clearances are contained within the relevant Part of the Compendium. Each Part provides, or refers to the location of, the information necessary for the safe use of the equipment concerned. The information pertinent to the safe use of the equipment from a specific aircraft or aircraft type will be found in an associated Annex.

12. The document itself is built up of preliminary pages and seven specific parts as detailed in the template held on the MAA websites.

**Management of the CAERC / Configuration Control**

13. The master copy of the CAERC is held by the Release To Service Authority (RTSA)<sup>3</sup> and is available on the MOD Intranet. The master copy contains all original signatures. All pages within the CAERC will show the issue status of the document and AL status for the specific page. The AE TAA is responsible for holding all superseded master copies throughout the life of the AE plus 5 years beyond its Out of Service Date. Similarly, the AE TAA is responsible for maintaining the original CAERC Acknowledgement Sheets (held on the MAA websites). The RTSA Desk Officer is responsible for maintaining the relevant intranet website as CAERC is amended.

**Endorsement / Approval of the CAERC**

14. The CAERC will be amended once all necessary evidence has been collated. Recommended amendments, with supporting evidence, will be presented to the AE TAA for endorsement. The AE TAA will provide a recommendation to the DRTSA.

15. The DRTSA approval process will take into consideration the aircraft that the AE is to be dispatched from.

16. The CAERC determines that the equipment is safe to use, not that it is authorized to use from any specific aircraft.

<sup>3</sup> ACAS-RTSA-FW3 SO2.

**Guidance  
Material  
1345(1)**

17. The CAERC, signed by the AE TAA and approved by the DRTSA (along with supporting evidence), will be passed to the TAAs of the dispatching aircraft.
18. The TAA of the dispatching aircraft will:
  - a. Provide recommendation to the DRTSA of the dispatching aircraft to authorize the use of the AE within their aircraft RTS.
  - b. Return the completed Acknowledgement Sheet to the AE TAA, detailing the acceptance of the AE for use on the aircraft or stating the reason for non-acceptance.
19. A Matrix, controlled by the RTSA, will be maintained on the MOD Intranet alongside the CAERC<sup>4</sup>; this Matrix will be referenced from the CAERC and will identify what elements of the CAERC have been accepted by aircraft TAAs.

**Guidance on the Content of the CAERC**

20. In addition to the guidance material contained within RA 1300<sup>4</sup> and RA 1325<sup>5</sup>, the following guidance material is relevant:

- a. **Limitations.** The CAERC will outline the limitations imposed on the use of the AE, with the AEDS detailing the general usage of the equipment. Where there is inter-dependency of limits, by default the most restrictive apply. Where a variety of equipment configurations exist, and each has differing limitations, a matrix of configurations / limitations will be constructed.

**Note:**

Modifications are not normally shown in the CAERC unless they change any of the operating characteristics / limitations of the equipment. Details of modifications can be found in the AEDS and, where appropriate, the operators' manuals.

- b. **Ancillary Equipment.** It is fundamental that all equipment fitted to, or used in direct support of, the primary AE is included in the CAERC. aircraft-specific role equipment used in conjunction with AE need not be directly covered within the CAERC, but the items must appear within the Air System Document Set<sup>6</sup> and must be at least referred to in the AEDS. Some equipment, where used in multiple aircraft roles or in support of more than one AE, can have their own entry in the CAERC. This equipment appears in Part D of the CAERC.

<sup>4</sup> Refer to RA 1300 – Release To Service.

<sup>5</sup> Refer to RA 1325 – Release To Service Limitations.

<sup>6</sup> Refer to RA 1310 – Air System Document Set.

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## RA 2355 - Static Line and Freefall Parachuting

### Rationale

Static line and freefall parachuting have resulted in numerous injuries. Failure to manage the activity appropriately could result in damage to the Aircraft and increase Risk to Life (RtL) to 1<sup>st</sup> and 3<sup>rd</sup> party personnel. This Regulatory Article (RA) relates to the Aircraft's clearance to conduct the activity and must be read in conjunction with RA 1150<sup>1</sup> which covers the end to end governance of the activity. Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) are to ensure Aircraft within their Area of Responsibility (AoR) are cleared for the activity and are to carefully manage the activity through specific approvals and detailed procedures.

### Contents

- 2355(1): Approval for Static Line and Freefall Parachuting
- 2355(2): Procedures for Static Line and Freefall Parachuting
- 2355(3): Withdrawn – Incorporated into RA 2357

### Regulation

2355(1)

#### Approval for Static Line and Freefall Parachuting

2355(1) ADH and AM(MF) **shall** approve all static line and freefall parachuting from UK Military Registered Aircraft.

### Acceptable Means of Compliance

2355(1)

#### Approval for Static Line and Freefall Parachuting

1. ADH or AM(MF) **should** only approve static line and freefall parachuting from Aircraft within their AoR that are specifically cleared for the role in the Aircraft's Release To Service (RTS) or, for non-RTS operations, the Military Permit to Fly (MPTF) or Aircraft limitations document as referenced in the Certificate of Usage (CofU)<sup>2</sup>.
2. ADH or AM(MF) Orders for non-RTS operations **should** specify the requirements for static line and freefall parachuting from UK Military Registered Aircraft taking account of the ► **Headquarters 1 Group Air Staff Orders (HQ 1 Gp ASOs) and Air Mobility Operations Manual Parts A and B.** ◀
3. ADH or AM(MF) **should** assure that any UK Military Airborne Equipment<sup>3</sup> (AE) used for static line parachuting is approved for use within the RTS of the intended Aircraft.
4. ADH or AM(MF) **should** ensure that any non-UK Military static line AE is cleared for use on Aircraft within their AoR.
5. ADH or AM(MF) **should** assure that any non-UK Military freefall AE is safe to be carried on Aircraft within their AoR.

### Guidance Material

2355(1)

#### Approval for Static Line and Freefall Parachuting

6. This RA relates to the Aircraft's clearance to conduct the activity and does not detail the complex RtL and Safety responsibilities. These responsibilities are divided between those pertinent to aviation and those pertinent to the specific conduct of the activity and are detailed in RA 1150<sup>1</sup>, which must be read in conjunction with this RA.

### Regulation

2355(2)

#### Procedures for Static Line and Freefall Parachuting

2355(2) ADH, AM(MF) and Commanders **shall** publish Orders for the conduct of all static line and freefall parachuting from Aircraft within their AoR.

<sup>1</sup> Refer to RA 1150 – Airborne Equipment and Airborne Forces.

<sup>2</sup> ► Refer to RA 1160 – The Defence Air Environment Operating Framework; and RA 1305 – Military Permit to Fly (In-Service), (Special Case Flying) and (Single Task). ◀

<sup>3</sup> Airborne Equipment can be split into Airborne Forces Equipment (AFE), equipment and ancillary items used to insert personnel into Drop Zones, and Aerial Delivery Equipment (ADE), equipment and ancillary items, including an Airdrop Platform where used, to deliver Cargo to Drop Zones.

**Acceptable Means of Compliance 2355(2)**

**Procedures for Static Line and Freefall Parachuting**

7. The ►HQ 1 Gp ASOs and Air Mobility Operations Manual Parts A and B◄ **should** be used as the definitive document for all Military static line and freefall parachuting.
8. Any Military static line and freefall parachuting activity that is required to deviate from the ►HQ 1 Gp ASOs and Air Mobility Operations Manual Parts A and B◄ **should** be discussed with ►HQ 1 Gp, RAF,◄ except Test and Evaluation conducted by an approved organization<sup>4</sup> in accordance with (iaw) their procedures. If the deviation is associated with the procedures for the Aircraft, it **should** be approved by the relevant ADH or AM(MF).
9. Parachuting programmes not conducted under ►HQ 1 Gp ASOs and Air Mobility Operations Manual Parts A and B◄ are designated sport parachuting. Sport parachuting from UK Military Aircraft **should** be specifically approved by the appropriate ADH or AM(MF).
10. Where approved, sport parachuting procedures **should** be promulgated by ADHs, AM(MF) and Commanders.
11. All reportable occurrences **should** be reported iaw RA 1410<sup>5</sup>.
12. All units conducting parachuting operations **should** ensure that the correct Notice to Aviation (NOTAM) action has been put in place for the duration of the activity.

**Guidance Material 2355(2)**

**Procedures for Static Line and Freefall Parachuting**

13. Sport parachuting can be conducted for military purposes, eg engagement events such as air shows.
14. Where sport parachuting has been approved by the ADH or AM(MF) the National Governing Body procedures detailed in the British Skydiving Operations Manual may provide some guidance for orders and procedures. However, the procedures set out in the ►HQ 1 Gp ASOs and Air Mobility Operations Manual Parts A and B◄ for equivalent military parachute systems provide sound guidance on how the activity may be conducted which the ADH or AM(MF) may wish to consult prior to promulgating sport parachuting procedures.

**Regulation 2355(3)**

**Procedures for Fast Roping and Abseiling**

2355(3) Withdrawn – Incorporated into RA 2357<sup>6</sup>.

**Acceptable Means of Compliance 2355(3)**

**Procedures for Fast Roping and Abseiling**

15. Withdrawn – Incorporated into RA 2357.

**Guidance Material 2355(3)**

**Procedures for Fast Roping and Abseiling**

16. Withdrawn – Incorporated into RA 2357.

<sup>4</sup> As recognized by the MAA.

<sup>5</sup> Refer to RA 1410 – Occurrence Reporting and Management.

<sup>6</sup> Refer to RA 2357 – Troop Insertions and Extraction Systems.