NPA/25/25

Title of Proposal: Maritime Aviation Regulations

RA(s) or Manual Chapter(s): RA 1029, RA 1395, RA 1920, and RA 1920's Aviation Arrangements Claim / Argument / Evidence Checklist template

Organizations and / or business sectors affected: Whole Maritime Aviation Regulatory Community

RFC Serial No: MAA_RFC_2025_008

MAA Author

Post	Name	Rank	Signature
DSA-MAA-Reg-Eng-1000	Redacted	Redacted	Redacted - Original Signed

MAA Supervisor

Post	Name	Rank	Signature
DSA-MAA-Cert MarAv	Redacted	Redacted	Redacted - Original Signed

MAA Independent

Post	Name	Rank	Signature
DSA-MAA-Reg-Eng-5000	Redacted	Redacted	Redacted - Original Signed

MAA LegAd (if required)

Post	Name	Rank	Signature
N/A	N/A	N/A	Choose an item.

Cross-references to Other Documents or Relevant Sources

Other MRP Amendments: N/A

Service Inquiry Recommendations: N/A

AAIB Recommendations: N/A

Other Investigation Recommendations: N/A

Any Other Document: N/A

Feedback Notes for the Regulated Community

The Regulated Community are invited to offer feedback about the proposed amendment in the following areas:

- Air or Flight Safety impact
- Operational impact
- Errors or omissions
- Timescale for implementation
- Cost of implementation

- Amendment to internal processes/orders
- Resourcing the outcome of change
- (Contract amendments because of the change)

The format for feedback is available within a single Excel Template file on both internal and external MAA websites; it is important to use this format to ensure that your responses are considered and answered correctly.

Summary of Proposed Amendment

Objective: The MAA has reviewed and amended this regulation to ensure the RAs remain aligned with changes to the Regulated Community, coherent with the rest of the MRP, coherent with the Defence Maritime Regulations, remove potential confusion, are a step forward, are leaner, and apply learning.

Changes made: The changes made include:
- Provide clarification of Air System vs. Ship training requirements,
- Update references,
- Update RPAS related terminology into UAS related terminology,
- Update the Working Group abbreviations,
- Withdrawal of RA 1920 (as the regulatory material has been transferred into RA 1029 and RA 1395), and
- Withdrawal of RA 1920's Aviation Arrangements Claim / Argument / Evidence Checklist template.

Impact Assessment: Low

Consultation Period Ends: 10 September 2025

The consultation period for this proposed amendment ends on the stated date. Please send your feedback, using the Response Form, via email to DSA-MAA-MRPEnquiries@mod.gov.uk

MAA Approval

Post	Name	Rank	Signature
DSA-MAA-Reg-Eng	Redacted	Redacted	Redacted - Original Signed

RA 1029 – Ship Air-Release - Roles and Responsibilities

Rationale

►Embarked aviation involves integrating two complex and independently managed systems - Ship[1] and Air System - each governed by separate Duty Holder (DH) constructs. Effective coordination and clearly defined Responsibilities are essential to ensure safe operations when Aircraft operate from His Majesty's (HM) or MOD ships. Without clearly defined roles and mutual understanding between stakeholders, there is a Risk of misaligned Responsibilities, gaps in Safety Assurance, and unmanaged Risks arising from the integration of Ship and Air Systems - potentially leading to increased Risk to Life (RtL). This RA defines the roles, Responsibilities, and interfaces required for Ship Air-Release (SA-Release), ensuring that all stakeholders engage collaboratively and understand their obligations. This structured engagement supports the safe conduct of embarked aviation by maintaining clear ownership of Risks and ensuring ongoing Assurance of integrated operations.◄

Contents

Regulation 1029(1)

Aviation Duty Holder / Accountable Manager (Military Flying) and Ship Duty Holder / Accountable Person ►◄

1029(1) For Ship / Air System combinations conducting embarked aviation in HM / MOD Ships, Aviation DH (ADH) / Accountable Manager (Military Flying) (AM(MF)) and Ship DH / Accountable Person (AP) **shall** identify and establish ownership for the RtL associated with the integration of their respective platforms.

Acceptable Means of Compliance 1029(1)

Aviation Duty Holder / Accountable Manager (Military Flying) and Ship Duty Holder / Accountable Person ►◄

1. For Ship / Air System combinations conducting embarked aviation activity in HM / MOD Ships, Ship DH / AP and ADH / AM(MF) **should** ensure that:

a. The Safety Cases for the Ship and Air System demonstrate that the platforms can be safely operated together for the proposed embarked aviation activities.

b. The RtL posed by the integration of the Ship and the Air System have been identified and their ownership determined and documented through engagement in accordance with (iaw) the requirements of RA 1029(6).

c. Any equipment Hazards within Ship Aviation Safety and Environmental Report or Ship / Air System Type Airworthiness Safety Assessments which are mitigated by Defence Lines of Development (DLoD) for which the Ship DH / AP and ADH / AM(MF) are responsible, have been formally acknowledged by them

[1] ►As defined in the DSA03-DMR-Shipping Regulatory Terms and definitions for DSA 02-DMR Defence Maritime Regulations.◄

Acceptable Means of Compliance 1029(1)

to the Ship Platform Authority (PA)[2] and the Air System Type Airworthiness Authority (TAA)[3].

d. Any change to the Ship / Air System intended usage which might require an amendment to the SA-Release **should** be communicated to the Ship PA, TAA[3] and Royal Navy Release To Service Authority (RN RTSA) at the earliest opportunity.

2. The development and use of SA-Releases and / or clearances achieved through Operational or MPP-02[4] routes, **should** comply with the orders set out in BRd 766[5]. Navy Command Headquarters Naval Aviation Division (NCHQ NAvn) as the embarked aviation Subject Matter Expert, **should** be a participant in routine SA-Releases but in the case of ►expeditious◄ releases, where processes might be shortened, DHs need to continue to ensure NCHQ NAvn engagement.

Guidance Material 1029(1)

Aviation Duty Holder / Accountable Manager (Military Flying) and Ship Duty Holder / Accountable Person ►◄

3. This Regulation is complementary to RA 1395[6], the Ship DH / AP Responsibilities set out in DSA02-DMR Regulations[2], and the ADH / AM(MF) Responsibilities in RA 1020[7], ►RA 1028[8]◄ and RA 1205[9].

4. For embarked aviation activity in HM / MOD Ships the ADH / AM(MF), as a 'Ship-Facing ADH / AM(MF)', will assess the RtL posed to the Ship by their Air System and communicate these to the Ship DH / AP Chain. Likewise, the Ship DH / AP will communicate RtL posed to the Air System by the Ship, noting that the Ship's Commanding Officer (CO) and Delivery DH are responsible for approving aviation activity from their Ship and, as an Aerodrome Operator iaw RA 1026[10], is also ADH / AM(MF)-Facing to ensure that the Ship remains a safe environment in which the Air System can operate.

5. The Ship DH / AP and ADH / AM(MF) constructs are 'DH / Accountable Manager (AM)-Facing' to each other and are required to be cognisant of additional implications of conducting embarked aviation operations in the maritime environment to their respective Safety Management Systems.

Regulation 1029(2)

Ship Platform Authority ►◄

1029(2) The Ship PA for aviation capable HM / MOD Ships **shall** be responsible for ensuring for all that the Equipment Contribution supports a safe aviation capability by providing Safety and environmental protection Assurance of the design, system and equipment integration and through-life support.

[2] Refer to DSA02-DMR – Defence Maritime Regulations for Health, Safety and Environmental Protection Introduction and Goal.
[3] Where the Air System is non-UK MOD-owned, Type Airworthiness (TAw) management regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance for Special Case Flying Air Systems. Dependant on the agreed split of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA.
[4] For crewed aviation, refer to MPP-02: Volume I – Helicopter Operations from Ships Other Than Aircraft Carriers (HOSTAC); Volume II – Multinational Through-Deck and Aircraft Carrier Crossdeck Operations (MTACCOPS).
[5] Refer to BRd 766 – Embarked Aviation Orders.
[6] Refer to RA 1395 – Authorization to Permit Embarked Aviation in His Majesty's / MOD Ships.
[7] Refer to RA 1020 – Aviation Duty Holder - Roles and Responsibilities.
[8] Refer to ►RA 1028 – Contractor Flying Approved Organization Scheme.◄
[9] Refer to RA 1205 – Air System Safety Cases.
[10] Refer to RA 1026 – Aerodrome Operator and Aerodrome Supervisor (Recreational Flying) Roles and Responsibilities.

Acceptable Means of Compliance 1029(2)

Ship Platform Authority ►◄

6. Ship PAs in their ADH / AM(MF)-Facing capacity[11] **should**:

a. Hold a Letter of Air Safety Notification[12].

b. Ensure that adequate resource, including sufficient Suitably Qualified and Experienced Persons (SQEP) with appropriate Air Safety training►◄[13, 14], is apportioned to fulfil Air Safety related Responsibilities.

c. Ensure that the aviation arrangements in all aviation capable Ships for which they are responsible conform to the following requirements through-life:

(1) ►Both new and legacy platforms, ensure conformance with◄ the design requirements specified in Defence Standard 00-133[15]►◄.

(a) ►New aviation capable Ships - those approved pre-Full Business Case on or after 31 May 2014, **should** fully comply with Def Stan 00-133.

(b) Legacy aviation capable Ships - those modified after 31 May 2014 are exempt from Def Stan 00-133 Parts 2 and 3, unless those systems are modified, but **should** meet the requirements of Parts 0, 1, and 4.

(c) Where the platform's Out of Service Date is extended, the Ship PA **should** conduct a gap analysis against Def Stan 00-133. Any areas of non-compliance **should** be addressed through Modification or by submitting a formal Waiver / Exemption request to the MAA[16].◄

(2) All equipment Risk is reduced ►to◄ As Low As Reasonably Practicable (ALARP)[2], culminating in the issue of Naval Authority Certification[17].

(3) The design, construction, Modification and Maintenance of aviation arrangements in their Ships are conducted by organizations with appropriate expertise and experience.

7. Ship PAs **should** obtain a Certificate of Safety Aviation (CS-A) or MOD Ship Safety Certificate (Aviation) (MSSC(Aviation)) through demonstration of equipment Safety of their platform to support aviation iaw DSA03-DMR►[18]◄.

8. To support the production of a SA-Release Recommendation, Ship PAs **should** provide evidence to demonstrate the suitability of their platform (Equipment DLoD) for embarking aviation as defined in BRd 766[5].

9. The Ship PA **should** inform the Ship DH / AP, ADH / AM(MF), TAA, and the RN RTSA, of Modifications to the Ship or changes to the Ship's intended usage which might require the SA-Release to be amended.

10. ►DSA02-DMR, Regulation 208 **should** be read in conjunction with this Regulation.◄

Guidance Material 1029(2)

Ship Platform Authority ►◄

11. The Ship PA or delegated Air Safety representative(s) will have completed relevant and recognized Air Safety training►◄[13, 14] and will demonstrate awareness of:

a. Military Aviation Authority (MAA) Regulatory Publications.

[11] Refer to RA 1032 – Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying)-Facing Organizations - Roles and Responsibilities.
[12] Refer to RA 1003 – Delegation of Airworthiness Authority and Notification of Air Safety Responsibility.
[13] Refer to RA 1440 – Air Safety Training.
[14] Refer to BRd 767 – Naval Aviation Orders.
[15] Refer to Defence Standard 00-133 – Aviation Arrangements in Surface Ships.
[16] ►Refer to MAA03: Military Aviation Authority Regulatory Processes.◄
[17] http://www.bmtdsl.r.mil.uk/NAS/Default.aspx. As per DSA.03-DMR, the Naval Authority and Technology Group issue the Naval Authority Certification on behalf of the DMR as a Duly Authorized Organization.
[18] ►Refer to DSA03-DMR – Naval Authority Rules for Certification of MOD Shipping.◄

Guidance Material 1029(2)

b. Aspects of Air System design which have an interface with the subject Ship.

12. The Ship PA will jointly establish, with the TAA, formal Equipment DLoD Working Groups (WG). Demarcation of Equipment DLoD Responsibilities will be defined through provision of a joint Ship / Air System Interface Control Document (ICD).

13. BRd 766[5] provides more detailed processes to be followed in the generation of SA-Releases.

Regulation 1029(3)

Air System Type Airworthiness ►◄

1029(3) For Air Systems required to conduct embarked aviation in HM / MOD Ships, the TAA **shall** be responsible for providing equipment which is safe and suitable to conduct such aviation activities.

Acceptable Means of Compliance 1029(3)

Air System Type Airworthiness ►◄

14. Dependant upon the Sponsor's[19] agreed model for TAw management and the split of Responsibilities, the TAA[Error! Bookmark not defined., 20] in their Ship DH-Facing / AP-Facing capacity **should**:

a. Ensure that adequate resource, including sufficient SQEP with appropriate ►◄ training►[13]◄, is apportioned to fulfil roles which support the SA-Release process.

b. Through their delegated Airworthiness and Air Safety chains, ensure that the Air Systems for which they are responsible conform to the following requirements through-life:

(1) The TAw of the Air System is considered safe and suitable for the proposed embarked aviation activities at sea.

(2) All Air System equipment Risks associated with embarked aviation operations in HM / MOD Ships are reduced ►to◄ ALARP.

15. To support the production of a SA-Release Recommendation for their Air System, the TAA **should** provide evidence to demonstrate the suitability of their platform (Equipment DLoD) for embarked aviation at sea as defined in BRd 766[5].

16. The TAA **should** inform the Ship DH / AP, Ship PA, ADH / AM(MF) and the RN RTSA, of Modifications to the Air System or to its intended usage which might require the SA-Release to be amended.

Guidance Material 1029(3)

Air System Type Airworthiness ►◄

17. The TAA or delegated representative(s) ►◄ will demonstrate awareness of:

a. DSA02-DMR[2].

b. DSA03-DMR►[18]◄.

c. ►RA 1395[6].

d. Embarked Aviation Order (EAO) 1029[21].

e. EAO 1395[22].◄

f. Aspects of Ships' aviation arrangements design which have an interface with the subject Air System.

[19] Refer to RA 1019 – Sponsor of Military Registered Civilian-Owned and Civilian Operated Air Systems - Air Safety Responsibilities.
[20] Refer to RA 1015 – Type Airworthiness Management – Roles and Responsibilities.
[21] ►Refer to BRd 766 – EAO 1029 – Roles and Responsibilities: Ship Air-Release – Stakeholder Roles Responsibilities and Deliverables.
[22] Refer to BRd 766 – EAO 1395 – Authorization to Permit Embarked Aviation in HM / MOD Ships.◄

Guidance Material 1029(3)

18. The TAA will jointly establish, with the Ship PA formal Equipment DLoD WG. Demarcation of Equipment DLoD Responsibilities will be defined through provision of a joint Ship / Air System ICD.

19. BRd 766[5] provides more detailed processes to be followed in the generation of SA-Releases.

Regulation 1029(4)

Foreign Air System Sponsor ►◄

1029(4) A SA-Release **shall** be required for planned embarkations or enduring operations of Air Systems in HM / MOD Ships. An appropriate Foreign Air System[23] Sponsor (FASS) **shall** be nominated to liaise with the relevant Foreign Air System operating authority[6].

Acceptable Means of Compliance 1029(4)

Foreign Air System Sponsor ►◄

20. The FASS **should** be a nominated individual, with appropriate knowledge of Air System and Ship Duty Holding and RtL management principles.

21. RA 1029, RA 1395►6◄, EAO 1029[21], and EAO 1395[22] **should** be followed, however the amount of Assurance required **should** be proportional to the length and complexity of the embarkation.

22. The FASS **should** satisfy themselves, across all DLoDs, that the Foreign Air System is safe to operate from the Ship (the Foreign Air System operating authority is not required to sign the SA-Release documentation).

23. The FASS does not own the Safety Case or RtL for the Air System however, they **should** be responsible for:

a. Assuring the RN RTSA that there has been a full exchange of pertinent Ship-Air Integration (SAI) Hazards and, when residual Risks exist with the Air System, the Foreign Air System operating authority acknowledge and endorses them appropriately.

b. Providing sufficient information on Air System integration Hazards, operating limitations and procedures, to ensure that the Ship DH can fulfil their responsibility iaw RA 1029(1).

c. Providing the Foreign Air System operating authority with information on Ship design factors and operating procedures. As a minimum this **should** include the Ship chapter of the BRd 766[5] and the extant CS-A ►or◄ MSSC(Aviation) as detailed on the Naval Authority System.

d. Acting as the Ship DH-Facing Organization / Ship AP-Facing Organization, to assure the RN RTSA Ship DH / AP that the Foreign Air System operating authority is a competent organization capable of safely operating from the Ship, within the scope of the defined aviation activities.

24. The FASS **should** gather enough evidence to make the following top level claim:

a. 'The Foreign Air System operating authority has assured me that the embarking organization is safe and competent to operate from the Ship, having understood all SAI Hazards, operating limitations and procedures.'

25. For Air Systems with ►MPP-02[4]◄ clearances, exchanges of pertinent SAI Hazards and information can be assumed to have taken place. Air Systems with equipment or capabilities not considered by ►MPP-02[4],◄ or intend to operate outside the ►MPP-02[4]◄ envelope, **should** be specifically analyzed.

[23] The term "Foreign Air System" applies to civilian registered Air Systems and non-UK military registered Air Systems.

Guidance Material 1029(4)

Foreign Air System Sponsor ►◄

26. The FASS may be assisted by a UK Technical Advisor, such as a Delivery Team serving similar Air System types, or with established links to the foreign Aircraft engineering authority. These duties will need to be clearly defined and appropriately resourced.

27. When providing the Foreign Air System operating authority with Ship design factors and operating procedures, consideration may also be given to Electro-Magnetic Compatibility (EMC), motion limits, airwake modelling and the relevant Ship Aviation Safety Case Report.

28. At the discretion of the FASS; a flight clearance issued by the US military Naval Air Systems Command (NAVAIR) Airworthiness & Cybersafe Office (►NAVAIR ACO◄ - previously known as NAVAIR 4.0P), may be used as part of the minimum requirement to provide Assurance to the Ship DH / AP, providing a MAA Recognition[24] of NACO is extant and its scope includes use of the NACO Flight Release outputs. Defining the total minimum requirement for Assurance remains the responsibility of FASS.

Regulation 1029(5)

Royal Navy Release To Service Authority ►◄

1029(5) The RN RTSA **shall** authorize, issue, and maintain the through-life integrity of the SA-Release, on behalf of Senior DHs (SDH), and AM(MF), for their respective Ship / Air System combinations.

Acceptable Means of Compliance 1029(5)

Royal Navy Release To Service Authority ►◄

29. The RN RTSA **should**:

a. Authorize and issue an initial SA-Release and subsequent SA-Release amendments.

b. Provide independent Assurance that all relevant Equipment DLoD related RtL apparent at the point of SA-Release issue and subsequent amendments have been identified and addressed by the appropriate Ship DH / AP or ADH / AM(MF).

c. Provide independent Assurance that all other DLoDs are at an appropriate level of maturity such that their effects upon the Equipment DLoD can be verified, both prior to initial issue of a SA-Release and subsequently when there are Modifications (see paragraphs 9 and 16) to the Ship, Air System or their intended usage which affect the issued SA-Release.

d. Include within their Air Safety Management System, procedures that describe how changes to the SA-Release **should** be managed.

e. Be engaged with the Ship DH's / AP's and ADH's / AM(MF)'s respective Ship and Air System Safety Case governance structure and provide Assurance to the SDH that the integrity of the SA-Release is maintained.

Guidance Material 1029(5)

Royal Navy Release To Service Authority ►◄

30. The RN RTSA acts as the SA-Release issuing authority on behalf of the SDH.

31. Delegation of any aspect of Responsibility to a Delegated Release To Service Authority must be conducted iaw RA 1021[25].

32. The RN RTSA will be responsible for the upkeep of the SA-Release documentation which may be amended to reflect any changes to the design, the operation of, or the conditions in which the Ship / Air System combination are used. The responsibility for considering the possible effect of these changes on the Ship and

[24] ►UK MAA Recognition Report of the United States Department of Navy Naval Air Systems Command Air-worthiness & CYBERSAFE Office (NAVAIR ACO), dated 28 September 2022.◄

[25] Refer to RA 1021 – Release To Service Authorities - Roles and Responsibilities.

Guidance Material 1029(5)

Air System Safety Assessments, and subsequent Safety Cases, remains with the appropriate Ship DH / AP, Ship PA, ADH / AM(MF), or TAA.

33. Engagement with Safety Case governance structures will include Assurance that an embarked aviation requirement is adequately articulated within the Ship DH's / AP's Command Safety & Environmental Summary[2] and the ADH's / AM(MF)'s Safety Statement respectively.

Regulation 1029(6)

Ship Air-Release - Stakeholder Engagement

1029(6) Engagement between the Ship DH / AP, Ship PA, ADH / AM(MF), TAA and other required stakeholders **shall** be formally established, managed effectively and documented.

Acceptable Means of Compliance 1029(6)

Ship Air-Release - Stakeholder Engagement

34. The Ship DH / AP, Ship PA, ADH / AM(MF), TAA and other stakeholders who provide an input to the production of a SA-Release **should** engage throughout the SA-Release process to ensure that pan-DLoD factors which affect the safety of integrating the Ship / Air System combination are managed with responsibility for RtL established and owned by the appropriate DH / AM(MF). The following **should** be considered the minimum:

a. Ship Air-Release Steering Group (SA-Release Steering Group)[26].

b. Ship-Air WG (S-AWG)[27].

c. Ship-Air Equipment WG (►S-AEWG◄)[28].

35. This engagement **should** be formally directed by the respective ADH / AM(MF) and Ship DH / AP and detailed within their respective Safety Management Systems. Routine management of this engagement **should** be conducted by the Ship DH / AP, Ship PA, ADH / AM(MF), and TAA.

36. Where responsibility for Ship-Air engagement is delegated to an appropriate empowered representative, the Ship DH / AP, Ship PA, ADH / AM(MF), or TAA **should** ensure that the delegated representative is SQEP.

Guidance Material 1029(6)

Ship Air-Release - Stakeholder Engagement

37. Engagement between the Ship DH / AP, Ship PA, ADH / AM(MF), TAA, NCHQ NAvn, the RN RTSA and other organizations involved in the SA-Release process is essential in ensuring the safe integration of an Air System and Ship. This engagement will commence as early as practicable once the embarked aviation requirement has been established. With the exception of the following minimum requirements, the scale of stakeholder engagement may be tailored to meet the complexity of the subject Ship / Air System.

SA-Release Steering Group

38. The function of the SA-Release Steering Group will determine the priority for the SA-Release effort, thereby directing the formation of the Ship-Air WG. Further details on the SA-Release Steering Group can be found in BRd 766 Annex 1029(5)A.

►S-AWG◄

39. The function of a Ship-Air WG will provide a means by which both Ship DH / AP and ADH / AM(MF) chains have the opportunity to manage safety related Ship-Air issues. The Ship-Air WG will direct the formation of Ship-Air EWGs, thus informing SA-Release recommendation effort. Further details on the SA-Release ►Working◄ Group can be found in BRd 766 Annex 1029(5)B.

[26] Refer to BRd 766 Annex 1029(5)A.
[27] Refer to BRd 766 Annex 1029(5)B.
[28] Refer to BRd 766 Annex 1029(5)D.

Guidance Material 1029(6)

►S-AEWG◄

40. This is a subordinate forum to the Ship-Air WG which considers the integration of a particular Ship Class and Air System across the Equipment DLoD only. This WG is likely to deliver the majority of evidence necessary to generate the Equipment DLoD focussed SA-Release recommendation. Further details on the SA-Release ►Working◄ Group can be found in BRd 766 Annex 1029(5)D.

Regulation 1029(7)

►Uncrewed◄ Air System Trial Sponsor ►◄

1029(7) An appropriate ►Uncrewed◄ Air Systems (►UAS◄) Trial Sponsor (►UASTS◄) **shall** be nominated to coordinate the SA-Release activity for trial activity of ►UAS◄ in HM / MOD Ships[6].

Acceptable Means of Compliance 1029(7)

►Uncrewed◄ Air System Trial Sponsor ►◄

41. For Open Category and Specific S1 sub-category ►UAS◄, the ►UASTS◄ **should** be the ►UAS◄ Responsible Officer / ►UAS◄ AM. For Specific S2 sub-category and Certified Category ►UAS◄, the ►UASTS◄ **should** be the ADH / AM(MF).

42. RA 1029, RA 1395►6◄, EAO 1029[21] and EAO 1395[22] **should** be followed, however the amount of Assurance required **should** be proportional to the length, complexity and level of Risk of the trial.

43. The ►UASTS◄ **should** satisfy themselves, across all required DLoDs, that the organization operating the ►UAS◄ is safe to operate from the Ship.

44. For non-TAA supported ►UAS◄[29], the ►UASTS◄ **should** ensure the organization operating the ►UAS◄ provides evidence, to the RN RTSA, to demonstrate the suitability of their ►UAS◄ (Equipment DLoD) for embarked aviation at sea as defined in BRd 766[5].

Guidance Material 1029(7)

►Uncrewed◄ Air System Trial Sponsor ►◄

45. The ►UASTS◄ may be assisted by a Test and Evaluation (T&E) unit. These duties will need to be clearly defined and appropriately resourced.

[29] Open Category and Specific S1 sub-category ►UAS◄ do not require a TAA, whereas Specific S2 sub-category and Certified Category ►UAS◄ require a TAA. Refer to the RA 1600 Series.

RA 1395 - Authorization to Permit Embarked Aviation in His Majesty's / MOD Ships

Rationale

►◄ *Embarked aviation requires the integration of two complex ►and independently managed◄ systems - Ship*[►1◄] *and Air System - each governed by separate Duty Holder constructs. To ensure safe operations, the scope and boundaries of embarked aviation has to be clearly defined and formally authorized. Without formal Authorization and coordination, there is a Risk of misaligned Responsibilities, inadequate Safety Assurance, and unsafe operations arising from incompatible or unassessed Ship / Air System combinations - potentially increasing the Risk to Life (RtL). This RA mandates the use of the Ship Air-Release (SA-Release) process to authorize specific Ship and Air System combinations. This ensures that embarked aviation is underpinned by appropriate Safety documentation, operational limitations, enabling safe and assured integration.◄*

Contents

Regulation 1395(1)

Embarked Aviation in His Majesty's / MOD Ships

1395(1) Permission to conduct embarked aviation in aviation-capable[2] HM / MOD Ship Classes **shall** be Authorized.

Acceptable Means of Compliance 1395(1)

Embarked Aviation in His Majesty's / MOD Ships

1. Where the requirement for a Ship and Air System to conduct embarked aviation exists, the combination **should** be Authorized through a SA-Release.

2. Where, by exception:

   a. Circumstances of operational need or short term and unlikely to be repeated requirements, make it impractical for the SA-Release process to be followed in full. In such situations, the Ship Operating DH (ODH)[►3◄]/ Accountable Person (AP)[►4◄] and Aviation Duty Holder (ADH)[►5◄]/ Accountable Manager (Military Flying) AM(MF)[►6◄] **should** Authorize specified Ship / Air System combinations to conduct embarked aviation outside of established orders only after dynamic, pan Defence Lines of Development (DLoD) assessments of the associated Risks are conducted and prescribing specific Assurance and mitigation. In these circumstances, the processes required to generate a SA-Release **should** be followed as far as reasonably practicable.

   b. Situations of very short notice where operational circumstances are such that it is impractical for the Ship ODH and ADH to grant Authorization, the Ship's Delivery Duty Holder (DDH)[3] or the Operational Commander[7] **should** only Authorize specified Ship / Air System combinations to conduct embarked aviation outside of established orders after dynamic Risk Assessments are conducted and the prescribing of specific Assurance and mitigation. In such circumstances the Ship DDH / Operational Commander **should** inform the ADH / AM(MF), the Ship Platform Authority (PA), the Ship ODH and Navy Command

[1] As defined in the DSA03-DMR-Shipping Regulatory Terms and definitions for DSA 02-DMR Defence Maritime Regulations.
[2] Defined as those which can be categorized as Applicability Level A, B or C in Defence Standard 00-133 Part 1.
[3] As defined in JSP 815 – Defence Safety Management System, Element 5.
[4] ►Refer to DSA02-DMR: Defence Maritime Regulations – Regulation 204 – Accountable Person.
[5] Refer to RA 1020 – Aviation Duty Holder Responsibilities.
[6] Refer to RA 1028 – Contractor Flying Approved Organization Scheme.◄
[7] Embarked aviation activity involving operational tasking (eg Search and Rescue Operations) will not necessarily be conducted in an 'Operational Theatre' but requires use of the Air System by an Operational Commander in a manner described in RA 1020(1): Role and Responsibilities of the Aviation Duty Holder. The Ship's Commanding Officer (CO) or DDH Authorizes aviation activity from their Ship and may be the Operational Commander, or the role of Operational Commander may be performed by a third party; in either circumstance, the Ship's CO or DDH remains responsible for immediate RtL to personnel on the Ship.

Acceptable Means of Compliance 1395(1)

Headquarters (NCHQ) Naval Aviation Division (NAvn) as soon as reasonably practicable.

3. The Release To Service (RTS)[8] or appropriate Military Permit To Fly (MPTF)[9, 10] of an Air System **should** generically permit the Air System to operate in a maritime role and conduct embarked operations to HM / MOD Ships.

4. A SA-Release is not required for short term and / or non-enduring nature Crossdeck Operations. Such activity **should** be conducted in accordance with (iaw) BRd 766[11]. The Ship Duty Holder (DH)►[12]◄ and ADH / AM(MF) ►◄ **should** remain Accountable for the safe operation of the Ship / Air System and that RA 1026[13] still applies in the case of HM / MOD ships. NCHQ NAvn advice **should** determine if the activity may be considered appropriate to be conducted iaw MPP-02[14] or whether a specific clearance is required. In such circumstances the Ship DH and ADH / AM(MF) ►◄ **should** ensure, as a minimum that the associated procedures detailed in BRd 766 are followed.

Guidance Material 1395(1)

Embarked Aviation in His Majesty's / MOD Ships

SA-Release

5. The SA-Release will be generated iaw RA 1395(2) and Authorized by the Royal Navy RTS Authority (RN RTSA) for Air Systems required to embark in HM / MOD Ships. The SA-Release process provides a clearance for a Ship Class to conduct embarked aviation with a specified Air System Type / Mark iaw established orders as directed in RA 2309(18)[15]. This process is illustrated at Annex A Figure 1, and must be read in conjunction with RA 1029[16].

6. Once Authorized, the SA-Release will remain valid throughout the lifetime of the Ship-Air System combination unless amended or withdrawn.

Authorization to Permit HM / MOD Ships and Air Systems to Conduct Embarked Aviation Outside of Established Orders

7. An abridged route is detailed in Annex A, Figure 2 for conducting specific, short notice urgent or short term operations and unlikely to be repeated requirements that do not fall within the existing clearances and orders. Clearance in such circumstances is achieved through the Ship ODH and ADH / AM(MF) conducting dynamic, pan DLoD assessments of individual Ship and Air System Risks to ensure procedural Safety mitigations can be implemented as required for any given operational requirement. Such Assurance and operation specific direction will be used to mitigate specific Ship shortfalls (such as limited Ship's Company experience and / or training shortfalls; equipment deficiencies; etc) or aviation shortfalls (such as crew currency; Aircraft deficiencies; specific climatic conditions; etc). Such abridged Authorizations will be temporary in nature. For scheduled deployments, operational planners would be expected to ensure that all SA-Releases for expected combinations of Ships and Air Systems are in place following the SA-Release process in Annex A, Figure 1.

8. The complexity and depth of these Ship ODH and ADH / AM(MF) assessments will be tailored dependent upon the specific operation, including such elements as the duration and level of integration. Consideration will be given to collating evidence from these assessments for any future formal SA-Release.

9. In all circumstances where the Ship and / or Air Systems do not meet the requirements defined in the established orders, these assessments are required before operations commence, to ensure both Ship ODH and ADH / AM(MF) fully

[8] Refer to RA 1300 – Release To Service.
[9] Refer to RA 5880 – Military Permit To Fly (Development) (MRP Part 21 Subpart P).
[10] Refer to RA 1305 – Military Permit To Fly (In-Service), (Special Case Flying) and (Single Task).
[11] Refer to BRd 766 – Embarked Aviation Orders.
[12] ►The term Ship Duty Holder encompasses Senior Duty Holder (SDH), Operating Duty Holder (ODH) and Delivery Duty Holder (DDH); interpret accordingly; the different levels are referred to separately where specifically required. Defined in DSA03-DMR-Shipping Regulatory Terms & Definitions for DSA02-DMR Defence Maritime Regulations.◄
[13] Refer to RA 1026 – Aerodrome Operator and Aerodrome Supervisor (Recreational Flying) Roles and Responsibilities.
[14] For crewed aviation, refer to MPP-02: Volume I – Helicopter Operations from Ships Other Than Aircraft Carriers (HOSTAC); Volume II – Multinational Through-Deck and Aircraft Carrier Crossdeck Operations (MTACCOPS).
[15] Refer to RA 2309(18): Embarked Aviation Operations.
[16] Refer to RA 1029 – Ship Air-Release - Roles and Responsibilities.

Guidance Material 1395(1)

understand the RtL associated with their respective platforms. Although in such circumstances formal independent RN RTSA Authorization may not be achievable in the time available, both Ship ODH and ADH / AM(MF) must consider seeking Subject Matter Expert (SME) advice from relevant departments within Defence Equipment & Support (DE&S), Front Line Commands, Ship PA, NCHQ NAvn and RTSAs[17] / Sponsor[18].

Embarkation of Non-MOD Air Systems

10. Where the requirement for Foreign Air Systems[19] to conduct embarked aviation is enduring, then the issue of a SA-Release will be required. In such circumstances, where no UK ADH / AM(MF) ►◄ and / or Type Airworthiness Authority (TAA)[20] exist, the requirement sponsor is responsible for providing information on the Air System[21] iaw RA 1395(2) paragraph 15.

Embarkation in Non-HM / MOD Ships

11. UK Military registered Air System embarkations in non-HM / MOD Ships are outside of this Regulation, however in order to manage RtL, ADHs / AM(MF)s will follow the principles of SA-Release when planning embarkations, utilizing the guidance within this RA, BRd 766 and MPP-02. Further advice will be sought from NCHQ NAvn and the RN RTSA.

Risk to Life boundary demarcation

12. The Ship DH / AP is Accountable for the RtL of an individual aboard a ship, that is due to embark on an Air System, until they are taken under the supervision of the Aircraft's crew or pass under the Aircraft's main rotor (whichever occurs ►latest◄), at which point the ADH / AM(MF) becomes Accountable for the RtL that the Air System poses to them. Additionally, the ADH / AM(MF) would be Accountable for the RtL of an individual embarked on an Air System until they are taken under the supervision of the Flight Deck Crew or pass from underneath the Aircraft's main rotor (whichever occurs first) after which Accountability passes to the Ship DH / AP. If rotors (or engines for Fixed Wing Air Systems) are not turning then the transition point is on entry / exit to / from the Aircraft.

Regulation 1395(2)

Ship Air-Release

1395(2) The RN RTSA **shall** review pan DLoD evidence and if satisfied authorize an SA-Release.

Acceptable Means of Compliance 1395(2)

Ship Air-Release

13. The SA-Release **should** be an integrated, limitations based document with all associated Safety information, operating limits and constraints included in the appropriate part and underpinned by the following considerations:

a. The SA-Release **should** be supported by evidence from all DLoDs[22] based on:

(1) An Equipment DLoD based SA-Release Recommendation produced by the Ship PA and the TAA; RA 1395(3) refers.

(2) Non-Equipment DLoD assessments drawn from the Ship DH / AP and ADH / AM(MF) as appropriate.

[17] For Military Registered Civilian-Owned and Civilian Operated Air Systems, the Sponsor fulfils the role of Air System RTSA.
[18] Refer to RA 1019 – Sponsor of Military Registered Civilian-Owned and Civilian Operated Air Systems - Air Safety Responsibilities.
[19] Refer to RA 1029(4): Foreign Air System Sponsor ►◄.
[20] Where the Air System is non-UK MOD-owned, Type Airworthiness (TAw) management regulatory Responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependant on the agreed delegation of TAw responsibilities TAM may be read in place of TAA as appropriate throughout this RA.
[21] For example, flight performance, hazardous materials, lost-link protocol of ►Uncrewed◄ Air Systems (►UAS◄), Electro-magnetic Compatibility (EMC) vulnerability etc.
[22] For UK Military Registered Air Systems see also RA 1205 – Air System Safety Cases; For HM / MOD Ships see DSA02-DMR – Defence Maritime Regulations for Health, Safety and Environmental Protection.

Acceptable Means of Compliance 1395(2)

b. The SA-Release **should** specify the subject Ship Class and Air System Type / Mark combination.

c. The 'as flown' standard of the subject Air System Type / Mark **should** be defined as suitable for the proposed aviation activities at sea.

d. The 'as operated' Configuration of the Ship platform (associated with aviation arrangements, equipment and crewing) **should** be defined and is suitable for the proposed aviation activities.

e. The identified RtL associated with integration and operation of the subject Ship / Air System combination, across all DLoDs, **should** be demonstrated to be As Low As Reasonably Practicable and Tolerable, and owned by the Ship DH / AP or ADH / AM(MF). Procedural Safety mitigations, including those identified in the Ship Safety Assessment and Air System Type Airworthiness Safety Assessment (TASA) **should** be included in a ADH / AM(MF) SA-Release Safety Statement and supported by a claim-argument-evidence based Safety Case[23] which **should** be reflected in the SA-Release.

14. The content of the SA-Release **should**:

a. Be maintained by the RN RTSA; supported by the Ship DH / AP, Ship PA, ADH / AM(MF), TAA[20], Air System RTSA[17], and Sponsor[18] as appropriate.

b. Include an Audit trail of amendments.

c. Be subject to a formal review on a routine basis[24].

15. For non-UK Military Registered Air Systems where no UK ADH / AM(MF) and / or TAA exists, the Foreign Air System Sponsor[16] **should** be responsible for:

a. Providing the Air System Equipment DLoD Safety evidence associated with the production of a SA-Release Recommendation to DE&S following the principles in RA 1395(3). The requirement sponsor **should not** be responsible for managing Type or Continuing Airworthiness as this remains the Responsibility of the civil Air System Type Certificate / Supplementary Type Certificate[25] holder, Continuing Airworthiness Manager or AP within the Foreign Air System operating authority.

b. Providing the non-Equipment DLoD Safety evidence associated with the production of a SA-Release to the RN RTSA. The requirement sponsor **should not** be responsible for managing 1st party RtL of the Air System as this remains the Responsibility of the civil Air System Air Operator Certificate[24] holder (or equivalent) or AP within the Foreign Air System operating authority.

16. This RA **should** be read in conjunction with RA 1029[16].

Guidance Material 1395(2)

Ship Air-Release

17. Annex A, Figure 1 illustrates the SA-Release process and the relationship between the organizations responsible for producing the outputs which enable the production and Approval of a SA-Release. Fundamental to this is that the RtL for aviation operations with HM / MOD Ships remains clearly defined between the Ship DH / AP and ADH / AM(MF). The ADH / AM(MF) remains Accountable for the inherent RtL to all parties associated with their Air System, noting that the Ship DH / AP is Accountable for the RtL that the Ship poses to the Air System and that the Air System poses to the Ship's Company specifically. DH-Facing Organizations will support the ADH / AM(MF) with delegations defined as appropriate for delivery of safe equipment. The development and Approval of the SA-Release is therefore a crucial element in managing the interface between these DHs.

18. The SA-Release is complementary to the existing Authorization processes for Ships (DSA02-DMR) and Air Systems (eg RA 1300 Series or appropriate MPTF) and

[23] Refer to BRd 766 – Embarked Aviation Orders 1029 Annex 1029(5)C.
[24] Refer to BRd 766 – Embarked Aviation Orders 1029 - Roles and Responsibilities: Ship Air-Release – Stakeholder Roles Responsibilities and Deliverables.
[25] As defined in European Union Aviation Safety Agency and UK Civil Aviation Authority Regulation.

Guidance Material 1395(2)

will not countermand the limitations or requirements of these processes (ie if any doubt exists, then the most restrictive limitation will be applied).

19. The SA-Release will take account of design differences of individual Ships within a Ship Class that impact aviation. Ships within the subject Ship Class, iaw the requirements of DSA03-DMR[26], must hold Naval Authority Certification[27] and subsequently hold a Ship Management Certificate.

20. The maturity of Non-Equipment DLoDs relevant to safe integration of the Ship and Air System will be assessed and demonstrated to the RN RTSA by the Ship DH / AP and ADH / AM(MF). The output of these assessments will be summarised in a ADH / AM(MF) SA-Release Safety Statement supported by a pan DLoD claim-argument-evidence assessment and Command Safety and Environmental Summary. The RN RTSA will issue the SA-Release once the Ship DH / AP and ADH / AM(MF) have finalised their respective Safety Statements.

21. To facilitate operation of the Air System on the Ship it might be necessary to Authorize operation of certain aspects of the integrated Ship / Air System combination in advance of others (eg for the conduct of Ship-Air trial activity[28]). In such cases, the SA-Release process will proceed incrementally through the imposition of Ship-Air Special Releases iaw RA 1395(4).

22. Generation of a SA-Release can be detailed and include representation from a large number of stakeholders. In order to manage this process further guidance is available in NCHQ Mid-Level Orders[24], stakeholders can follow these additional requirements, noting that on most occasions a SA-Release will involve a minimum of one NCHQ DH. When a new ship or Air System enters service, extensive planning will be required to conduct First of Class Flying Trials or First of Type Flying Trials respectively[28]. The purpose of the Ship-Air Working Group (S-AWG), however, is not a function of Project Management, but rather as the vehicle to achieving regulatory compliance.

Regulation 1395(3)

Ship Air-Release Recommendation

1395(3) The Ship PA and TAA **shall** jointly prepare the SA-Release Recommendation for each Ship / Air System combination to the satisfaction of the RN RTSA.

Acceptable Means of Compliance 1395(3)

Ship Air-Release Recommendation

23. The SA-Release Recommendation is the evidenced equipment-based argument supporting the SA-Release; all operating requirements, limitations, warnings and cautions **should** be in a format consistent with the SA-Release structure or prepared to the satisfaction of the RN RTSA and the S-AWG. Content is likely to vary dependent upon the type of clearance being required.

24. The Ship PA and TAA **should** certify that the SA-Release Recommendation:

a. Demonstrates that both the Ship and Air System equipment are acceptably safe to conduct embarked aviation.

b. Provides an acceptably safe Ship / Air System operating envelope for subsequent Approval and Authorization.

25. The Ship PA and TAA **should** submit the SA-Release Recommendation and supporting evidence to the S-AWG for consideration and copy to the Defence Safety Authority, for the Military Aviation Authority (MAA) Head of Regulation & Certification, Head of the DMR and the RN RTSA. ►◄ The SA-Release Recommendation **should** include as key components the outcome of:

a. The Military Air System Certification Process[29].

b. The Certification process for aviation capable HM / MOD Ships[26].

[26] Refer to DSA03-DMR – Naval Authority Rules for Certification of MOD Shipping.
[27] Including a valid Certificate of Safety (Aviation), MOD Ship Safety Certificate, or MOD Boat Safety Certificate.
[28] ►Refer to Defence Standard 00-133 – Aviation Arrangements in Surface Ships, Part 4 – Acceptance of Aviation Arrangements.◄
[29] Refer to RA 5810 – Military Type Certificate (MRP Part 21 Subpart B).

Acceptable Means of Compliance 1395(3)

c. Updated drafts of the relevant BRd 766 chapters for the Ship, Air System and Ship / Air combination.

d. Equipment Hazards identified within Ship / Air System Safety Assessments which are mitigated by DLoDs for which the DHs / APs are responsible.

e. The reviewed BRd 766 chapters that identifies any elements that cannot be substantiated by supporting evidence or are generated through DLoDs for which the DHs are responsible.

Guidance Material 1395(3)

Ship Air-Release Recommendation

26. The Ship PA and TAA will prepare the SA-Release Recommendation, co-ordinating its development through Working Groups considering each Ship / Air System combination iaw the requirements of RA 1029(2) [30] and RA 1029(3) [31].

27. The SA-Release Recommendation will include the content of the proposed SA-Release bar any amendments deemed necessary by the RN RTSA. It will articulate:

a. The suitability of the Air System to operate with the Ship and its associated equipment safely in the maritime environment. This will be supported by evidence from the Air System TASA and subordinate TASAs where appropriate.

b. The suitability of the Ship to operate safely with the Air System and its associated equipment. This will be supported by evidence from the Ship Aviation Safety Report and from subordinate Safety Assessments where appropriate.

c. That an acceptably safe Ship-Air System operating envelope has been established for the detailed Ship / Air System combination. Although derived from the Ship and Air System Safety Cases (ASSC), the development of the Ship-Air System operating envelope, including the imposition of limitations, will be supported by appropriate evidence, for example Instrumented Flying Trials and Independent Test and Evaluation evidence, or evidence derived from analysis of previously conducted trials.

28. The SA-Release Recommendation will include specific operating procedures but may also reference other related operating procedures (Standard Operating Procedures (SOP), Emergency Operating Procedures, etc) or other orders developed from the DLoD / Safety Assessments and trials evidence.

Regulation 1395(4)

Ship-Air Special Releases

1395(4) When the SA-Release evidence requirements of RA 1395(2) cannot be fully met, a Ship-Air Special Release **shall** be raised by the Ship PA and TAA to permit Ship Classes and Air System Type / Marks to conduct embarked aviation.

Acceptable Means of Compliance 1395(4)

Ship-Air Special Releases

29. A Ship-Air Release with Limited Evidence (SA-RLE)[32], as Authorized by the RN RTSA, **should**:

a. Be identified when a fully substantiated Ship and / or ASSC is not available to support a full SA-Release, but on the balance of available evidence, clearance is judged safe and within the declared Safety Target. This can include Test and Evaluation activity.

b. Be reviewed at a periodicity not exceeding 12 months.

c. Have a maximum life of 5 years.

[30] Refer to RA 1029(2): Ship Platform Authority ►◄.
[31] Refer to RA 1029(3): Air System Type Airworthiness ►◄.
[32] Equivalent to a RTS Clearance with Limited Evidence.

Acceptable Means of Compliance 1395(4)

30. A Ship-Air Operational Emergency Release (SA-OER) **should** be raised when the RtL is considered too high for normal day-to-day operations. A SA-OER, as Authorized by the RN RTSA, **should**:

a. Be identified when the embarked aviation activity associated with a specified Ship / Air System combination is deemed outside the declared Safety Target. A SA-OER is not applicable to Air Systems under the Responsibility of an AM(MF).

b. Be jointly enabled at Ship ODH and ADH level for a defined activity or period.

c. Be reviewed at a periodicity not exceeding 12 months.

Guidance Material 1395(4)

Ship-Air Special Releases

General

31. Where a Special Release is used to permit a Ship / Air System combination to conduct embarked aviation activity in lieu of a full SA-Release, a SA-OER and SA-RLE can only become a fully Authorized SA-Release with the provision of suitable additional evidence.

32. For trials activity this Regulation must be read in conjunction with RA 2370[33].

33. Special Releases may also be used to introduce a new operating capability (eg Helicopter In-Flight Re-fuelling), changes in limitations (eg Ship Helicopter Operating Limits (SHOL)), or adding subordinate equipment (eg Air Launched Weapon), to an existing Release document. Where a Special Release is used in this manner, the Acceptable Means of Compliance and Guidance Material contained within paragraphs 29 to 32 above will remain applicable.

SA-OER

34. A SA-OER will only be used to permit aviation activities related to a specified Ship / Air System combination under the following circumstances:

a. In conditions of actual or potential hostile enemy action.

b. In the evaluation of options needed for contingency planning.

c. In other conditions of operational imperative, to include training for actual, or planned, operations, when enabled by the Ship ODH and ADH. The RN RTSA will be informed of all such activity, and the Aviation ODH will consider seeking Air System RTSA advice prior to use of the SA-OER.

Regulation 1395(5)

Ship Air-Release – ►Uncrewed◄ Air Systems

1395(5) Embarked operation of ►UAS◄ in HM / MOD Ships[34] **shall** be Authorized.

Acceptable Means of Compliance 1395(5)

Ship Air-Release – ►Uncrewed◄ Air Systems

35. Where the requirement for an ►UAS◄[35] to be operated from a HM / MOD Ship exists, the combination **should** be Authorized through an appropriate SA-Release process (with the exception of ►UAS◄ categorized in the A1 Open sub-category). The level of Authorization required is dependent on the Risk associated with the following categories and sub-categories:

a. **►UAS◄ categorized in the Open A2, Open A3, Specific S1 sub-categories, and S2 sub-category with a Maximum Take-Off Weight (MTOW) below 25 kg (despite operating Beyond Visual Line of Sight).** The Ship DH / AP and ►UAS◄ Responsible Officer (RO) / ►UAS◄ Accountable Manager (AM) / ADH / AM(MF) **should** complete a pan DLoD assessment of individual Ship / Class and Air System Risks to ensure procedural Safety mitigations can

[33] Refer to RA 2370 – Test and Evaluation.
[34] Due to the flexibility offered by ►UAS◄, this Regulation applies to all HM / MOD ships including those not considered aviation capable, boats and submarines.
[35] Refer to RA 1600 series – ►Uncrewed◄ Air Systems.

Acceptable Means of Compliance 1395(5)

be implemented as required for any given operational requirement[36]. This assessment **should** be conducted in consultation with the Ship PA and TAA[37], prior to discussion with the RN Delegated RTSA (DRTSA), who decide if the tailored route illustrated at Annex A Figure 3 is applicable.

b. ►UAS◄ **categorized in the Specific S2 sub-category with a MTOW of 25 kg or above.** The Ship DH / AP and ►UAS◄ RO / ►UAS◄ AM / ADH / AM(MF) **should** complete a preliminary assessment of Risk[36]. This assessment **should** be conducted in consultation with the Ship PA and TAA[37], prior to discussion with the RN DRTSA, who decide on the extent of SA-Release required and whether the accelerated route illustrated at Annex A Figure 4 / 5 is applicable.

c. ►UAS◄ **categorized in the Certified Category.** The Ship DH / AP and ADH / AM(MF) **should** conduct a full SA-Release iaw RA 1395(2).

36. Prior to being operated, all ►UAS◄ **should** have received a Letter of Endorsed Categorization from the MAA iaw RA 1600. Where RA 1600 does not apply[35], such as Civilian Operated ►UAS◄ operating iaw the Air Navigation Order, the organizations operating ►UAS◄ **should** demonstrate equivalence with respect to the RA 1600 Categorization requirements by complying with paragraph 35.

37. Unless conducting Crossdeck Operations or operating under a Trial Instruction all Air Systems **should** be within the Scope of the ship's certificate[26, 38], this applies to all HM / MOD ships including those not previously considered aviation capable, boats and submarines.

38. When carrying out the tailored route illustrated at Annex A Figure 3 or accelerated route illustrated at Annex A Figure 4 / 5, as a minimum the Ship DH / AP and ►UAS◄ RO / ►UAS◄ AM / ADH / AM(MF) **should** consider the following in the Risk Assessment:

a. ►UAS◄ / Vessel Electromagnetic Frequency (EMF)[39].

b. Take-off and landing location and method.

c. Scatter data[40].

d. Battery charging and stowage.

e. Fuel storage and transportation.

f. Inter-Communications as applicable between the Remote Pilot and:

(1) Flight Deck Officer.

(2) Command.

(3) Air Systems Controller.

(4) Principle Warfare Officer.

(5) Deck Crew.

g. Firefighting.

h. Radiation Hazards.

i. Ship Motion.

j. Ship / Helicopter Operating Limits.

k. Air Flow effect on ►UAS.

l. UAS Command Unit◄ Location.

[36] Refer to JSP 892: Risk Management.
[37] Open Category and Specific S1 sub-category ►UAS◄ do not require a TAA, whereas Specific S2 sub-category and Certified Category ►UAS◄ require a TAA. Refer to the RA 1600 Series.
[38] Refer to RA 1920 – Aviation Arrangements in His Majesty's / MOD Ships – Equipment Standards.
[39] Note, if no EMF assessment has been carried out consideration **should** be given to mitigating actions (ie sector blanking of the ships radar etc). Refer to BRd 2924 – EMF Hazards in the Royal Navy.
[40] ►Refer to Defence Standard 00-133 – Aviation Arrangements in Surface Ships, Part 3 – Aviation Arrangements in Surface Ships - Design, Construction and Provision (Flight Deck).◄

Acceptable Means of Compliance 1395(5)

m. Securing and movement / handling of ►UAS.◄

n. Concurrent operations.

o. Impact of ►UAS Command Unit◄ equipment on other ►UAS◄ and crewed operations[41].

p. Maintenance / Equipment stowage and activity areas.

39. The Ship DH / AP and ►UAS◄ RO / ►UAS◄ AM / ADH / AM(MF) **should** generate a set of SOPs to operate the Air System and Ship combination for this SA-Release.

Guidance Material 1395(5)

Ship Air-Release – ►Uncrewed◄ Air Systems

40. The extent of SA-Release Assurance required may range from a simple documented agreement between DHs to completion of the full SA-Release process, depending on the Risk encountered during the embarked take-off and landing cycle (including movements, securing, start up, shut down, etc). The aggravating and mitigating factors in RA 1600 for ►UAS◄ categorization may not be the primary indicators of Risk in this phase of operation.

41. To aid in SA-Release Assurance, an ►UAS◄ to Platform Guidance Tool is available on the MAA DefNet Maritime Aviation Website (internal to MOD only)[42].

[41] Refer to 2024DIN04-284 – Guidance on Conducting Surface Fleet Development Trials.
[42] In DefNet search using “MAA Maritime Aviation Certification”.

Annex A

Ship / Air System Combinations – Authorization Process

Figure 1 – Ship-Air Release

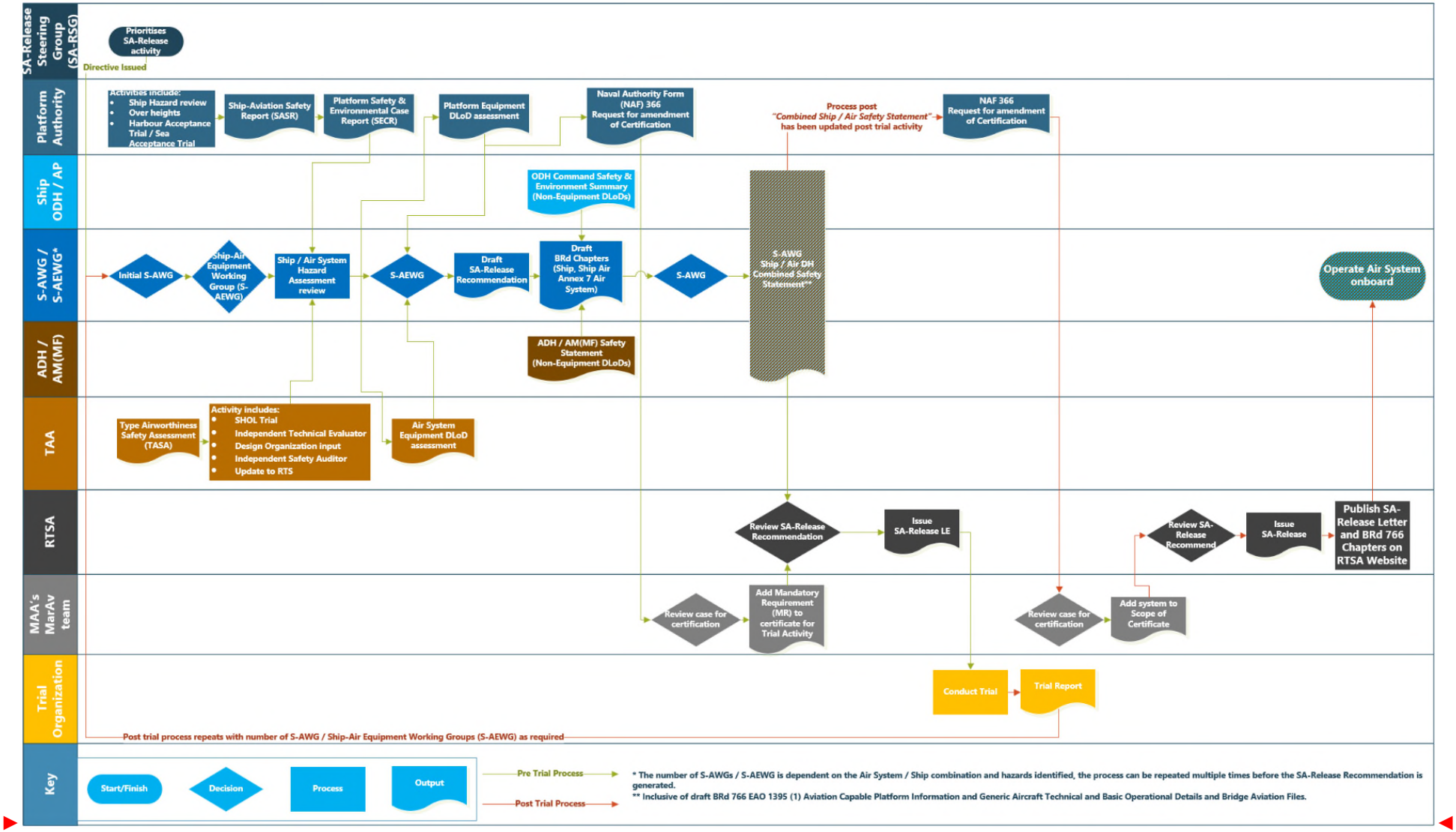


Figure 2 – Non-Routine Force Generation directed Authorization of Ship and Air System Combinations

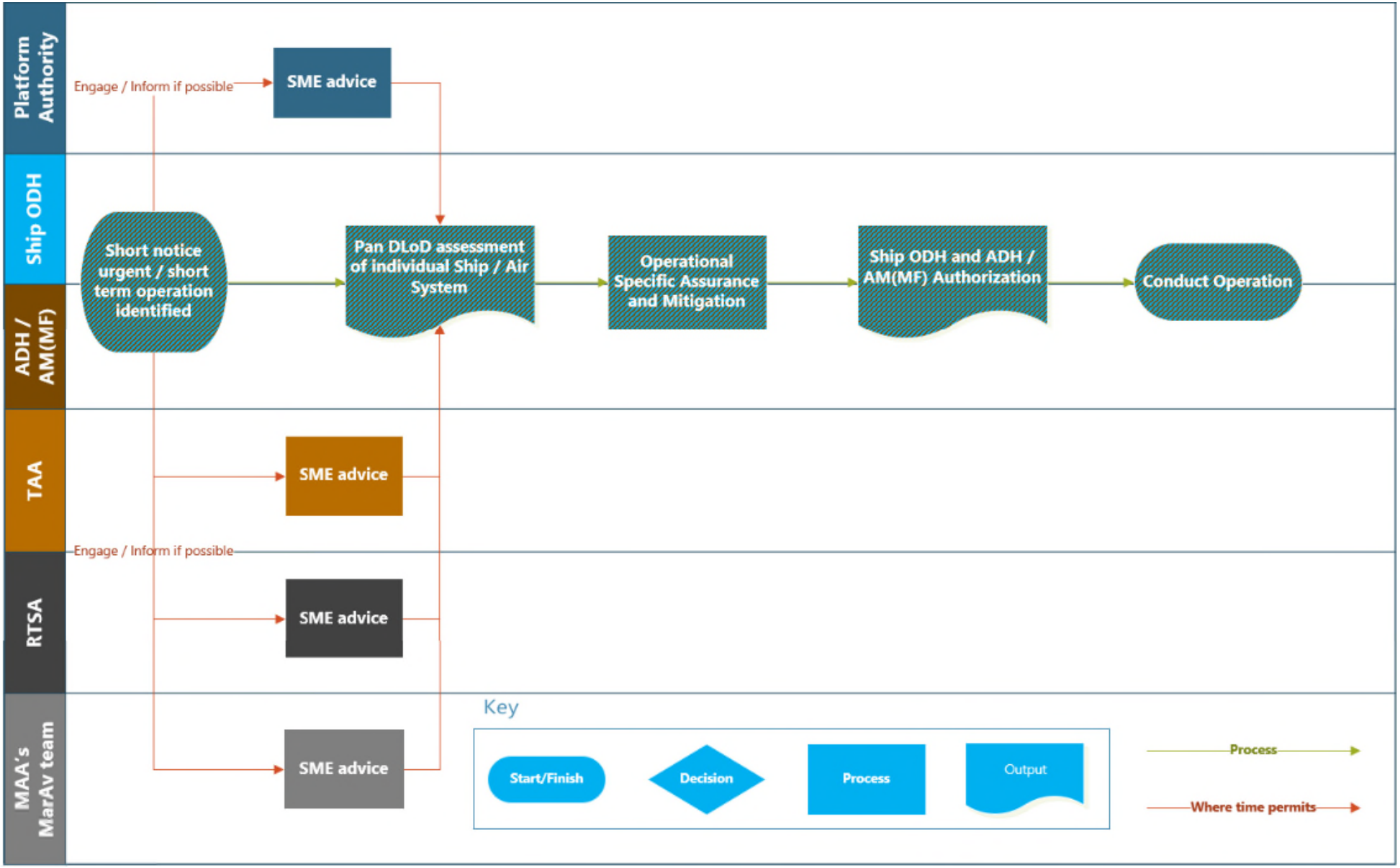


Figure 3 – ►UAS◄ Tailored Authorization of Ship and Air System Combinations

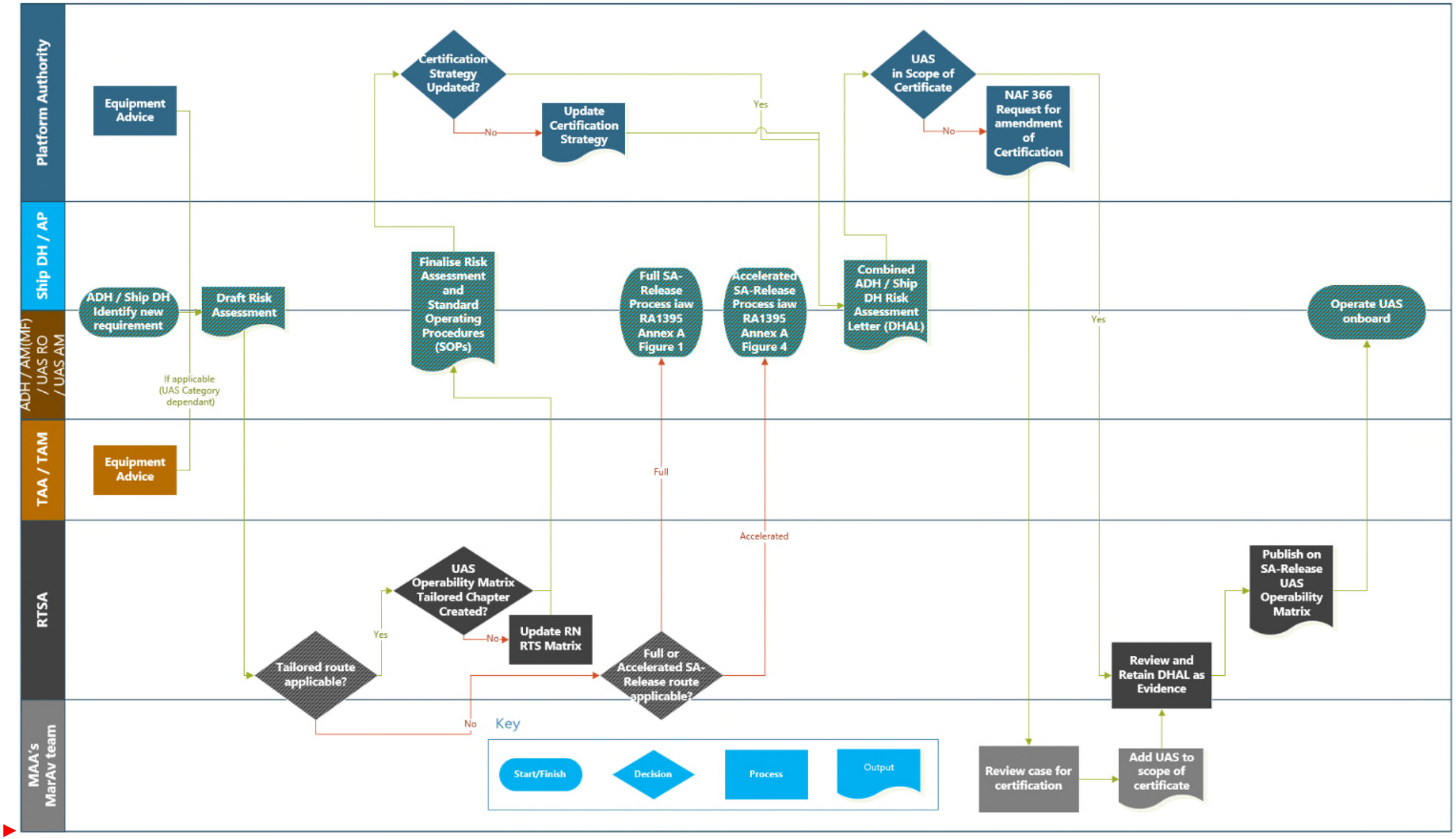


Figure 4 – ►UAS◄ Accelerated Authorization of Ship and Air System Combinations

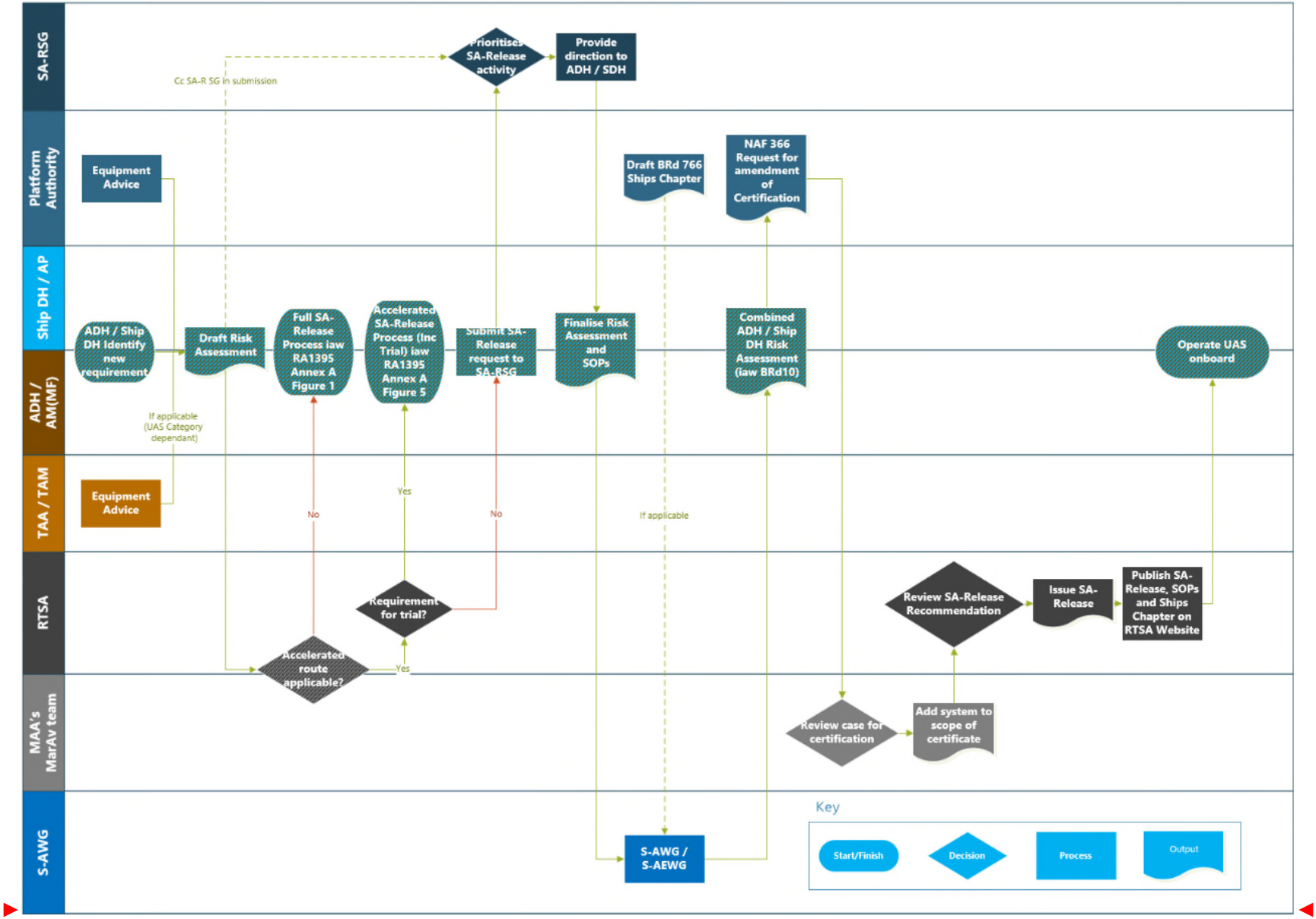
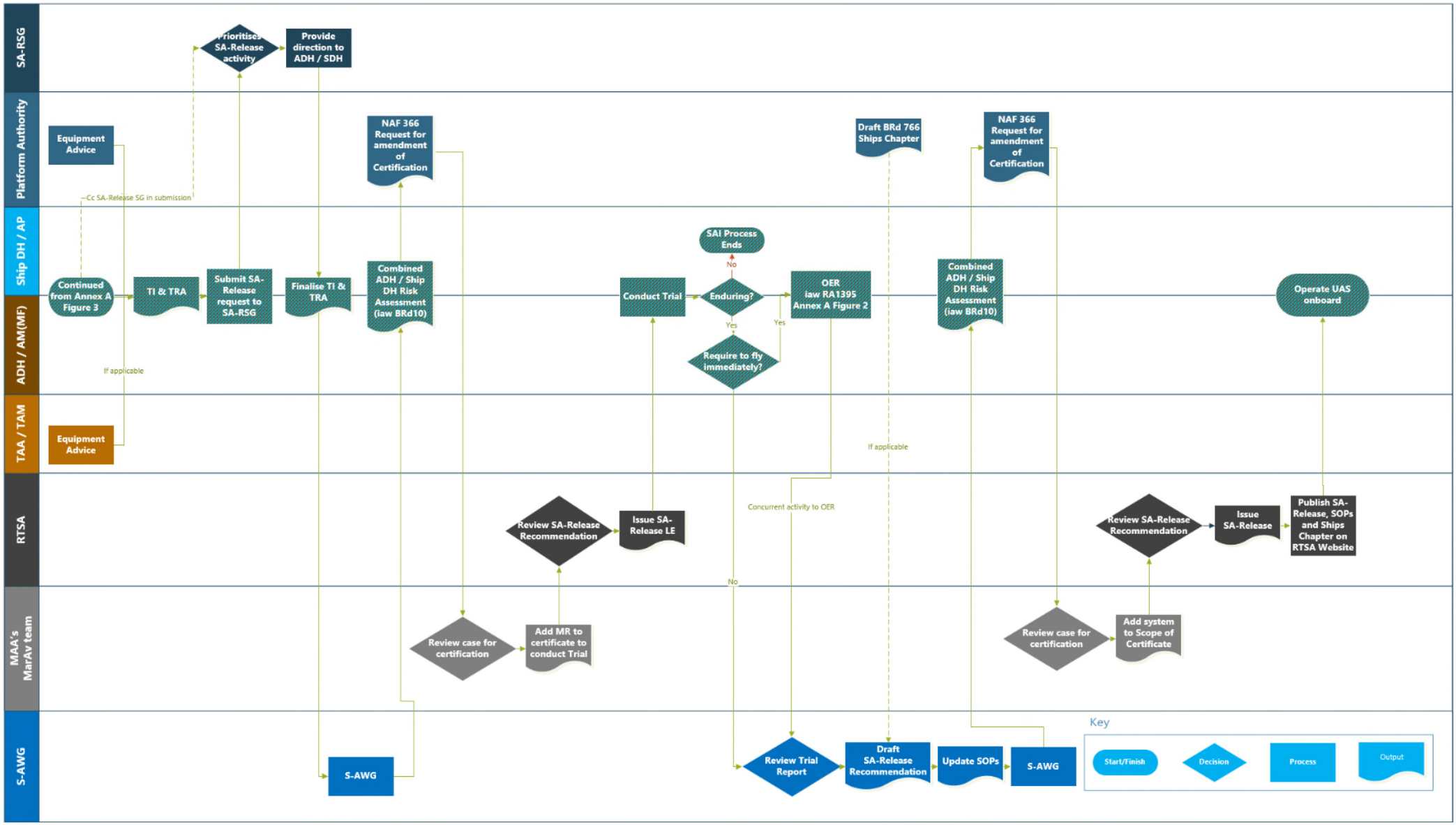


Figure 5 – ►UAS◄ Accelerated Authorization of Ship and Air System Combinations (Inclusive of Trial)



RA 1920 – Aviation Arrangements in His Majesty's / MOD Ships – Equipment Standards

Rationale

►The regulatory requirements of this RA have been incorporated within RA 1029[1] and RA 1395[2], and thus this RA has been withdrawn. RA 1029 identifies the roles and responsibilities involved in naval aviation activities, and RA 1395 identifies the process involved in Authorizing embarked aviation in His Majesty's / MOD Ships[3].◄

Contents

Regulation 1920(1)

Aviation Arrangements in His Majesty's / MOD Ships – Equipment Standards

1920(1) ►Withdrawn – Incorporated into RA 1029 and RA 1395.◄

Acceptable Means of Compliance 1920(1)

Aviation Arrangements in His Majesty's / MOD Ships – Equipment Standards

1. ►Withdrawn – Incorporated into RA 1029 and RA 1395.◄

Guidance Material 1920(1)

Aviation Arrangements in His Majesty's / MOD Ships – Equipment Standards

2. ►Withdrawn – Incorporated into RA 1029 and RA 1395.◄

[1] ►Refer to RA 1029 – Ship-Air Release – Roles and Responsibilities.
[2] Refer to RA 1395 – Authorization to Permit Embarked Aviation in His Majesty's / MOD Ships.
[3] As defined in the DSA03-DMR-Shipping Regulatory Terms and definitions for DSA 02-DMR Defence Maritime Regulations.◄

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Aviation Arrangements Claim / Argument / Evidence Checklist

►Withdrawn – Incorporated into RA 1029 and RA 1395.◄