

NPA/26/03**Title of Proposal:** Air System Emergencies**RA(s) or Manual Chapter(s):** RA 2350 Issue 6**Organizations and / or business sectors affected:** All of the Regulated Community.**RFC Serial No:** MAA/RFC/2025/015*MAA Author*

Post	Name	Rank	Signature
MAA-Reg-Fly1	Redacted	Redacted	Redacted - Original Signed

MAA Supervisor

Post	Name	Rank	Signature
MAA-Reg-Fly	Redacted	Redacted	Redacted - Original Signed

MAA Independent

Post	Name	Rank	Signature
MAA-Reg-Eng-1200	Redacted	Redacted	Redacted - Original Signed

MAA LegAd (if required)

Post	Name	Rank	Signature
N/A	N/A	N/A	Redacted - Original Signed

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: Routine review

Changes made:

- Amended Rationale.
- Footnote added to clarify that 'Aircrew' includes some Supernumerary Crew for this RA, due to the existence of Flight Maintainers and Flight Test Engineers, who may occupy an Aircrew seat.
- Table 1 - Brace Brace – third column: 'by the first pilot' deleted as it is too prescriptive for Regulation.
- The option to use different terminology to 'STOP' is removed from Table 1 because the intent is to standardise all relevant calls with CAP413.
- Amendment of para 3 to remove the detailed sub-paras, which are specific but an incomplete list, and the onus put upon the DH to specify actions expected of Aircrew in an Occurrence. The para also now includes ditching aswell as forced landing.
- Para 4 deleted as superfluous. RA 1430 is relevant.
- Para 6: The last sentence is amended to make additional signals and procedures optional, and stipulation is added that they should be annotated as not NATO standard.
- Para 8 deleted in toto because this is not an ATM RA.

Impact Assessment: Negligible

Consultation Period Ends: 5 February 2026

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
MAA-OpAssure-Op-DepHd	Redacted	Redacted	Redacted - Original Signed

RA 2350 - Air System Emergencies

Rationale

During an Air System emergency, Aircrew¹ are required to make timely and Safety critical decisions and take the appropriate actions. Errors in emergency handling and management will lead to an unacceptable increase in Risk to Life. ►Familiarity with emergency drills and standard terminology will maximize the likelihood of positive outcomes in emergency situations.◀

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2350(1): Air System Emergencies

Regulation 2350(1)

Air System Emergencies

2350(1) Aircrew¹ operating UK military Air Systems **shall** have a thorough knowledge, appropriate to their ►◀ specialization, of the emergency procedures and drills specific to the Air System they are operating.

Acceptable Means of Compliance 2350(1)

Air System Emergencies

1. Emergency procedures and drills **should** be ► conducted in accordance with (iaw)◀ the Air System Document Set.
2. **Emergency Codewords.** If the Aircraft Commander ► decides to abandon ◀ the Aircraft ►◀, or that a state of emergency exists, the ► appropriate ◀ emergency codewords in Table 1 **should** be used:

Table 1. Emergency Codewords.

Emergency Codewords	Meaning	Occasion For Use
EJECT! EJECT!	Abandon the Aircraft immediately by ejection seat.	When necessary to abandon the Aircraft immediately.
JUMP! JUMP!	Abandon the Aircraft immediately by parachute.	As above.
DITCHING! DITCHING! PREPARE FOR DITCHING!	The Aircraft is about to touch down on water; take up ditching stations and prepare to abandon the Aircraft as soon as it is safe to do so.	When ditching is imminent.
BRACE! BRACE!	The Aircraft is about to be arrested violently, prepare for the impact by locking safety-harness and bracing limbs and head.	►◀ Immediately prior to touchdown in a ►◀ ditching or forced landing.
OXYGEN! OXYGEN!	There is reason to believe a crew member is hypoxic or about to become hypoxic. Check equipment and descend.	When one crew member has reason to believe that another is displaying symptoms of hypoxia and / or their equipment is malfunctioning. (Also used air / air and ground / air.)
CUT! CUT!	Operate the winch cutter thereby shearing the cable.	When the helicopter winch or target towing cable has been fouled to an extent that has jeopardized the Safety of the Aircraft.

¹ ►For the purpose of this Regulatory Article, Aircrew includes appropriate Supernumerary Crew roles that may occupy an Aircrew seat, such as Flying Maintainers and Flight Test Engineers.◀

Acceptable Means of Compliance 2350(1)	Emergency Codewords	Meaning	Occasion For Use
STOP! STOP! ▶◀	The take-off run is being rejected.	It is deemed unsafe to continue the take-off. Information calls to Air Traffic Control (ATC) should be iaw CAP 413 ² ie. 'Callsign, stopping'.	
BARRIER! BARRIER! BARRIER!	The Airfield departure end barrier for the appropriate Runway needs to be raised to the fully up position.	By the Pilot if required during take-off or landing.	
CABLE! CABLE! CABLE!	A cable engagement is imminent.	By the Pilot if required during take-off and landing.	

3. **Forced ▶ Landing / Ditching.** The Aviation Duty Holder (ADH) and Accountable Manager (Military Flying) (AM(MF)) **should** specify in orders the actions expected of Aircrew in their Area of Responsibility (AoR), specific to their type, in the event of a forced landing or ditching Occurrence.

- a. ▶◀
- b. ▶◀
- c. ▶◀
- d. ▶◀
- e. ▶◀
- f. ▶◀

4. ▶◀

5. **▶ Forced Landing / ◀ Ditching and Salvage.** When an Aircraft **forced lands** or **ditches** and it is both safe and practical to do so, the Aircraft Commander **should** take every possible step to ensure the Safety and potential salvage of their Aircraft.

6. **In-Flight Signals.** When it is necessary to pass information between a radio inoperative Aircraft and an assisting Aircraft or an ATC unit, the standard in-flight visual signals and procedures, detailed in **▶ North Atlantic Treaty Organization (NATO) ◀ Standardization Agreement (STANAG) 3379³**, **should** be used. **▶ If the ◀ ADH and AM(MF) ▶ ◀ issue additional inflight visual signals or procedures to meet individual Aircraft needs, ▶ ◀ they ▶ **should not** ◀ lead to confusion with the signals and procedures detailed in STANAG 3379. ▶ These additional inflight visual signals or procedures **should** be promulgated with clear annotation that they are not contained within STANAG 3379 to avoid the assumption that they will be universally understood.**

Guidance Material 2350(1)

Air System Emergencies

7. ▶ ◀ STANAG 3379 ▶ **is** ◀ available to Defence Contractor Flying Organizations by request to the MAA⁴◀.

8. ▶◀

² Refer to CAP 413 Radiotelephony Manual.

³ Refer to STANAG 3379 In Flight Visual Signals.

⁴ ▶ Contact the MAA at DSA-MAA-OpAssure-CFAOS-GROUP@mod.gov.uk.◀