

NPA/26/12

Title of Proposal: Aircrew Qualifications

RA(s) or Manual Chapter(s): RA 2101 Issue 8

Organizations and / or business sectors affected: All of the Regulated Community.

RFC Serial No: MAA/RFC/2023/204, 2024/136, 2024/373, 2025/056

MAA Author

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N/A	N/A	N/A	N/A

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:

- Para 12.a. is amended to permit non-CQT Aircrew to be instructed by QWIs and Other AIs. This addresses the practice of instruction by QWIs and Other AI of Aircrew who are pre-CQT and pre-wings but can claim an Initial Aircrew Qualification iaw para 2.a.(2) or (3). Para 12.a. is further amended to include the content of para 14, which is deleted.
- Para 13 is amended to permit the ADH to stipulate the criteria for maintenance of CQT, which do not need to include live flying if synthetics are considered appropriate. Additionally, in the event of a CQT lapse, the ADH should consider the qualification standard of available AIs and define the re-training package appropriately.
- Para 16 is amended to be coherent with 12.a.
- GM para 18 is deleted and the content moved to a new AMC para 15 which, together with the changes to para 12, permit a TP with a non-type specific AI qual to deliver CQT instruction, at the discretion of the Duty Holder.

Impact Assessment: More permissive for CQT management.

Consultation Period Ends: 6 weeks

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
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RA 2101 - Aircrew Qualifications

Rationale

Aircrew require a baseline standard of skills and knowledge to operate Air Systems safely. Risk to Life is increased if these standards are not achieved and maintained. In addition to an initial Aircrew qualification, Aircrew ►need◄ to demonstrate that they achieve ►and maintain◄ the baseline standard on the relevant Air System.

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Regulation 2101(1)

Entitlement to Conduct Flying Duties

2101(1) Aircrew **shall** be qualified to operate Air Systems.

Acceptable Means of Compliance 2101(1)

Entitlement to Conduct Flying Duties

1. Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) **should** define in orders the criteria for the award, or acceptable equivalence of, initial Aircrew qualifications.
2. **UK Military Registered Air Systems.** Aircrew **should** meet at least one of the following criteria to operate UK military registered Air Systems:
 - a. They have an initial Aircrew qualification:
 - (1) The appropriate UK military flying badge¹ or;
 - (2) An appropriate Aircrew qualification awarded by an ADH / AM(MF), based on successful completion of an approved training course or;
 - (3) An appropriate Aircrew qualification awarded by an ADH / AM(MF) following scrutiny of previous flying training records, and an assessment of Competence in the air by a type-specific Qualified Aircrew Instructor (Qualified AI)²; that together demonstrate equivalent levels of knowledge, experience and ability to that required for the award of the appropriate UK military flying badge or;
 - (4) An appropriate foreign military qualification, approved as equivalent to the appropriate UK military flying badge or civil licence, by the ADH / AM(MF) responsible for the UK military type they will fly or;
 - (5) The appropriate civil licence.
 - b. They are undertaking flying duties as a student assigned to an ADH or AM(MF) approved flying training course.
3. **Approved Training Course.** The ADH / AM(MF) **should** only approve training courses for initial Aircrew qualification that have been assured by a suitably qualified and experienced Independent Body.
4. **Flying Instruction Prior to Initial Aircrew Qualification.** Where an approved training course leads to an initial Aircrew qualification, Aircrew **should** be given flying instruction by a type-specific Qualified AI or, if under a ►civil◄ Approved Training Organisation³ (ATO), by an appropriately qualified Flight Instructor (FI)).
5. **Civil Registered Air Systems.** When UK civil registered Air Systems are used for military purposes in accordance with (iaw) RA 1166⁴:

¹ The relevant single-Service Flying Branch and Trade Advisor **should** be contacted for guidance on which flying badges are currently endorsed for use, or have previously been endorsed for use.

² Refer to MAA02 – MAA Master Glossary; and RA 2125 – Aircrew Instructor ►and Aircrew Examiner◄ Training. Note – the definition of Qualified AI relates to Central Flying School (CFS) accreditation. Type-specific refers to CFS accreditation on that type or mark of Air System.

³ ►A civil ATO is a European Aviation Safety Agency (EASA), UK Civil Aviation Authority (CAA), or US Federal Aviation Authority (FAA) ATO.◄

⁴ Refer to RA 1166 – UK Civil-Registered Aircraft Utilized and Piloted by the Ministry of Defence.

Acceptable Means of Compliance 2101(1)

- a. Civilian Aircrew **should** be qualified to the appropriate civilian licensing requirement.
- b. Military Aircrew **should** comply with the qualification requirements stated in ADH orders (see para 1), and any applicable civil Regulations.

Guidance Material 2101(1)

Entitlement to Conduct Flying Duties

6. Aircrew are expected to meet an equivalent standard of English as that required by International Civil Aviation Organisation Level 4 before their initial Aircrew qualification⁵.
7. A UK military flying badge is awarded to Aircrew by a single-Service Approving Officer once the appropriate standard on an approved training course has been met, iaw **King's Regulations**⁶.
8. Initial Aircrew qualifications awarded under paras 2.a.(2) and 2.a.(3) are only valid for operating UK military registered Air Systems which are under the ADH / AM(MF) awarding the qualification.
9. Where **Aircrew Training Devices (ATD)** are used for instruction (iaw RA 2375⁷) that leads to an initial Aircrew qualification iaw para 2, Aircrew will be given instruction by a type-specific Qualified AI or, if under a **civil ATO**³, by an appropriately qualified FI.

Regulation 2101(2)

Certificate of Qualification on Type

- 2101(2) The ADH / AM(MF) **shall** ensure Aircrew possess a valid Certificate of Qualification on Type (CQT) for the Air System they operate.

Acceptable Means of Compliance 2101(2)

Certificate of Qualification on Type

10. A CQT **should** only be awarded on completion of an approved training course by one of the following:
 - a. The appropriate ADH;
 - b. The appropriate AM(MF) / Flight Operations post-holder (FOPH);
 - c. A type-specific Qualified AI empowered by orders.
11. A CQT **should** be documented in a formal record such as a Flying Logbook.
12. The ADH / AM(MF) **should** detail in orders any exemption from the requirement to hold a valid CQT, which **should** be limited to:
 - a. Aircrew under instruction by a type-specific **AI**⁸ who is:
 - (1) **A Qualified AI or;**
 - (2) **A Qualified Weapons Instructor or;**
 - (3) **An Other AI or;**
 - (4) **An appropriately qualified FI under a civil ATO**³.
 - b. Aircrew on an approved training course working towards a CQT;
 - c. Central Flying School (CFS) examiner when not acting as Aircraft Commander;
 - d. Test and Evaluation (T&E) Aircrew when conducting specific trials or Test Pilots when Qualitative Evaluation flying. However, this does not apply to the delivery of T&E training generally, for which the Aircraft Commander **should** hold a valid CQT.

⁵ Refer to 'Manual on the Implementation of ICAO Language Proficiency Requirements', ICAO **Doc 9835**.

⁶ **King's Regulations** for the RAF - Joint Regulation **KR J727**.

⁷ Refer to RA 2375 – Qualification, Approval and Use of **Aircrew Training Devices**.

⁸ **Refer to RA 2125 – Aircrew Instructor and Aircrew Examiner Training for definitions of types of AI**.

**Acceptable
Means of
Compliance
2101(2)**

13. A CQT **should** be deemed lapsed if ►◄ Aircrew ►have◄ not flown the Air System, ►either synthetically or live as stipulated in ADH / AM(MF) orders,◄ in the previous 6 months. ►If a CQT lapses,◄ the ADH / AM(MF) **should** define an appropriate package of ►◄ instruction to revalidate the CQT. ►◄

14. ►◄

15. ►Where a type-specific AI can reasonably be expected to not exist, T&E ADH / AM(MF) may permit Test Pilots with an AI qualification which is not type-specific to deliver flying instruction leading to CQT, however, they **should** carefully consider the experience and AI Competence of the TP. ◄

**Guidance
Material
2101(2)**

Certificate of Qualification on Type

16. Where ►ATD◄ are used for ►◄ instruction (iaw RA 2375⁷) that results in award of a CQT, ►the instruction will be delivered by AIs from the list in para 12.a.◄

17. CQT is recorded in the MOD Flying Logbook. ADH / AM(MF) / FOPH may issue a CQT as a separate document where no MOD Flying Logbook is held. Evidence from National Aviation Authority licences and proficiency checks may be used as evidence towards issue of a CQT, but do not themselves represent equivalence.

18. ADH / AM(MF) orders may describe appropriate limitations for CQT on a specific type (for example 'First Pilot Day Only').

19. ►◄

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