

**NPA/26/13**

**Title of Proposal:** Supervision of Flying

**RA(s) or Manual Chapter(s):** RA 2305 – Issue 8

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

**RFC Serial No:** None

*MAA Author*

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

*MAA Supervisor*

| Post        | Name     | Rank     | Signature                  |
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*MAA Independent*

| Post         | Name | Rank | Signature |
|--------------|------|------|-----------|
| Not Required | N/A  | N/A  | N/A       |

*MAA LegAd (if required)*

| Post | Name | Rank | Signature |
|------|------|------|-----------|
| N/A  | N/A  | N/A  | N/A       |

**Cross-references to Other Documents or Relevant Sources**

**Other MRP Amendments:** Change initiated by amended initial training requirements for AST courses in RA 1440 Issue 13.

**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:** Reduce AWE burden on the RC.

**Changes made:** A re-issue of RA 1440 (Air Safety Training) now permits the DH to authorise non-compliances in Annex A initial Air Safety course training. RA 2305 still mandates that flying supervisors have previously held the role of flying authoriser and is, therefore, not coherent with the new issue of RA 1440.

Para 1.b of RA 2305 is amended to stipulate that flying supervisors should have previously held the role of flying authoriser only if they are Aircrew.

The intent is to permit personnel who are not Aircrew, and have no requirement to authorise flying, to hold supervisory roles when deemed appropriate by the DH, but to ensure that Aircrew in supervisory roles which would normally draw on the individual's previous Aircrew authorising experience, are considered with MAA oversight (via AWE) if they are not FLAC qualified.

**Impact Assessment:** Positive

**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](mailto:DSA-MAA-MRPEnquiries@mod.gov.uk)

#### *MAA Approval*

| <b>Post</b>           | <b>Name</b> | <b>Rank</b> | <b>Signature</b>           |
|-----------------------|-------------|-------------|----------------------------|
| MAA-OpAssure-Op-DepHd | Redacted    | Redacted    | Redacted - Original Signed |

## RA 2305 - Supervision of Flying

### Rationale

*Across the Defence Air Environment, numerous activities take place that, whilst enhancing capability and operational effectiveness, also provide a complex set of Risks that need to be understood and carefully managed. If flying activity is inadequately supervised there is an increased likelihood of an Incident or Accident occurring. Appropriate supervision ensures that Risks are identified and mitigated without unduly eroding the benefit of the flying activity being conducted.*

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#### 2305(1): Supervision of Flying

#### 2305(2): Aircrew Briefing

### Regulation

#### 2305(1)

#### Supervision of Flying

2305(1) Aviation Duty Holders (ADH) / Accountable Managers (Military Flying) (AM(MF)) **shall** appoint Suitably Qualified and Experienced Persons to supervise the flying operations within their Area of Responsibility (AoR) and promulgate appropriate orders detailing their duties.

### Acceptable Means of Compliance 2305(1)

#### Supervision of Flying

1. Flying supervisors **should**:
  - a. Be appointed by the appropriate ADH / AM(MF).
  - b. **► If Aircrew, ◀** have previously held the role of a flying authorizer<sup>1</sup>.
  - c. Have completed, and maintain currency for, the Military Aviation Authority (MAA) Centre of Air Safety Training Flying Supervisors Course (FSC)<sup>2</sup>.
  - d. Have experience and qualifications appropriate to their role as a flying supervisor.
  - e. Normally hold a Certificate of Qualification on Type on the Aircraft for which they are responsible. Where this is not the case, ADH or AM(MF) orders **should** detail appropriate mitigations.
  - f. Have overall Responsibility for the Safety of flying operations within their AoR as directed by the relevant ADH or AM(MF).
  - g. Ensure receipt, and their understanding, of Terms of Reference (ToR) detailing their supervisory Responsibilities.
  - h. Co-ordinate with the relevant Aviation Duty Holder-Facing organizations, such as Air Traffic Management (ATM), on any Air Safety matters relevant to their Responsibilities.
2. ADH / AM(MF) **should**:
  - a. Appoint flying supervisors within their AoR and promulgate lists of individuals appointed by name with any limitations that may apply.
  - b. Define the experience, qualifications and Responsibilities of flying supervisors in orders and ToR.
  - c. Issue ToR to flying supervisors.
  - d. Personally brief each flying supervisor on the requirements of their supervisory duties. This brief **should** ensure that flying supervisors:
    - (1) Understand the level of Risk that the ADH / AM(MF) considers to be As Low as Reasonably Practicable and Tolerable (ie their Risk appetite).

<sup>1</sup> Refer to RA 2306 – Authorization of Flights.

<sup>2</sup> Refer to RA 1440 – Air Safety Training.

## Acceptable Means of Compliance 2305(1)

- (2) Understand the boundaries of their supervisory authority.
    - e. Define the environmental conditions outside of which flying supervisors **should** consider the cessation or modification of flying activity.
  3. Commanders of Flying Units, squadrons, flights and flight operations post-holders **should** ensure that:
    - a. Local orders, appropriate to the construct of the unit / squadron, are issued for the supervision of flying in accordance with (iaw) ADH or AM(MF) orders.
    - b. Flying supervisors have oversight of all flying related activity under their supervision and are contactable and available during their supervisory period.
    - c. Where necessary, appropriate arrangements are in place to enable operational tasking to be conducted outside normal working hours and / or in poor weather conditions without immediate supervision.
  4. **Loan Aircrew Supervision.** A formal, auditable handover **should** be conducted when Aircrew transfer between Flying Units' supervisory chains on a temporary basis<sup>3</sup>. The handover **should** satisfy the donating and receiving organizations' consideration of duty of care, Aircrew currency and Competency, and wider line management Responsibilities.
  5. **Operations Away from Home Base.** Flying supervisors **should** ensure Aircrew operating away from home base comply with the local flying orders applicable at the detached location. For overseas detachments flying supervisors **should** also ensure that Aircrew comply with national Regulations and procedures. Where conflict exists between their normal operating criteria and the national or local flying orders, the more stringent **should** be applied. ADH or AM(MF) **should** ensure that an appropriate reach-back mechanism to receive higher-level supervision for those Aircrew operating away from home base is detailed in orders.
  6. **Flights Operating in or over Foreign Territory**<sup>4</sup>. iaw international law, flying supervisors **should** ensure that appropriate diplomatic clearance iaw AP1158<sup>5</sup> is obtained.
- Flights Outside the UK Flight Information Region (FIR)**
7. Flying supervisors **should** ensure that the agreed procedures for Notification through ATM channels are complied with when operating outside the UK FIR or Upper Information Region, unless operating under 'due regard'<sup>6</sup>.
  8. For organizations without a direct military chain of command, such as Contractor Flying Approved Organization Scheme (CFAOS) organizations, the AM(MF) **should** inform the MOD of the intended operating area by emailing the appropriate Air Staff desk officer in MOD<sup>7</sup> to ensure the MOD provides appropriate political Approval if required. In the event of no access to MODNet, the appropriate email address can be obtained via MAA CFAOS<sup>8</sup>.

## Guidance Material 2305(1)

### Supervision of Flying

9. **Flying Supervisors.** Flying supervision is not only a list of Responsibilities but is fundamental to the control and safe conduct of flying operations. Whilst the Authorizer is involved in the tactical detail of a sortie, the flying supervisor is an experienced point of contact who will consider the bigger picture and make appropriate Safety and prioritization decisions based on their experience and knowledge of wider Defence intent, and ADH / AM(MF) appetite for Risk. Supervision is a combination of prior experience and a sound understanding of the capabilities,

<sup>3</sup> When Aircrew transfer between supervisory chains temporarily, but on a routine basis, the handover may be managed and recorded through a memorandum of understanding or similar process.

<sup>4</sup> Territory is defined as 'the land areas and territorial waters adjacent thereto under the sovereignty, suzerainty, protection or mandate of such state' (Chicago Convention 1944 and subsequent updates refer). Territorial waters are usually 12 nautical miles from the coast (Article 3 of the United Nations Convention on the Law of the Sea refers).

<sup>5</sup> Refer to AP1158 – Approval and Diplomatic Clearance for Flights to Destinations Abroad.

<sup>6</sup> Refer to RA 2307 – Rules of the Air and RA 2320 – Flight Procedures: Role Specific S2 and Certified Remotely Piloted Air Systems.

<sup>7</sup> Air Staff desk officers in MOD can be contacted using the following post titles: Air-AS-Int1 SO1 EuropeNATO, Air-AS-Int2 SO1 AfricaMEastSAsia, Air-AS-Int3 SO1 AmeriCanAPAC.

<sup>8</sup> Email [DSA-MAA-OpAssure-CFAOS-Group@mod.gov.uk](mailto:DSA-MAA-OpAssure-CFAOS-Group@mod.gov.uk).

**Guidance  
Material  
2305(1)**

strengths and weaknesses of Aircrew. Flying supervisors need to have a thorough understanding of Risk, Risk appetite and mitigation. They need not be consulted on all flying tasks, but will intervene when required to prioritize, modify or veto flying as they see fit.

10. **Local Flying Orders.** Local flying orders need not repeat the direction and guidance of superior level documents but may raise any minimum qualification or Safety margin to take account of local requirements or conditions. It is the duty of Aircrew to acquaint themselves with appropriate flying Regulations and orders.

11. **Operations Away from Home Base.** Conflicts which arise between normal operating criteria and national or local flying orders will be resolved through consultation with the local flying supervisor at the detached location. For overseas detachments, full details of the procedure to be followed, notice required, and special considerations to be taken into account for individual countries are contained in AP1158<sup>5</sup>.

**Regulation  
2305(2)**

**Aircrew Briefing**

2305(2) ADH / AM(MF) **shall** define specific Responsibilities for the supervision and co-ordination of all mission planning and Aircrew briefing.

**Acceptable  
Means of  
Compliance  
2305(2)**

**Aircrew Briefing**

12. ADH / AM(MF) **should** ensure that all Aircrew have access to suitable aeronautical planning and briefing facilities to include at least:

- a. An ability to access all relevant mission / flight planning information in a timely manner.
- b. Adequate accommodation to conduct mission / flight planning and briefings.
- c. Planning and briefing material that is kept up to date by appropriately trained personnel.

13. Flying supervisors **should**:

- a. Ensure that pre-flight and post-flight mission and sortie briefs are conducted in a thorough and professional manner.
- b. Conduct periodic checks of the Quality and content of Aircrew flight planning and briefings. Details of this requirement **should** be included in the flying supervisor's ToR.

**Guidance  
Material  
2305(2)**

**Aircrew Briefing**

14. **Aeronautical Briefing Facilities.** North Atlantic Treaty Organization (NATO) Standardization Agreement (STANAG) 3052 provides details of the NATO agreed minimum standard for aeronautical briefing facilities. Defence Contractor Flying Organizations may request these details from the MAA.

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