

# Royal Air Force Woodvale



## Flying Order Book

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# RAF Woodvale Flying Order Book

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# RAF Woodvale Flying Order Book

## Introduction

1. **Regulatory Framework.** Orders and guidance within this Flying Order Book (FOB) are supplementary and subservient to regulatory frameworks issued by higher military authority and relevant national civilian regulatory bodies (ie. the Civilian Aviation Authority), such as:

- a. Military Aviation Authority (MAA) Regulatory Publications (RP).
- b. Queen's Regulations (QR).
- c. Air Navigation – The Orders and the Regulations (CAP 393).
- d. HQ 22 (Trg) Gp Air Staff Orders (GASOs).
- e. No 6FTS Flying Orders.

In the event that a disparity arises between Orders or Regulation within the Regulatory Framework, the more restrictive Order or Regulation **should** be interpreted as applicable. Orders and guidance within this FOB should not be interpreted as more permissive to action/activity than Orders or Regulation contained in the higher Regulatory Framework.

2. **Applicability.** These orders apply to all personnel, military or civilian, engaged in flying activities at RAF Woodvale. All flying personnel, ATC controllers and supervisors **should** read and sign as having read and understood the FOB on arrival at their unit and when new orders are promulgated. UAS student pilots **should** sign as having read and understood FOB orders before flying solo for the first time at RAF Woodvale.

3. **Section A.** Section A contains temporary entries and is divided into 2 parts:

- a. **Section A Part 1.** Part 1 of Section A is used to record details of each change to the RAF Woodvale FOB, providing a brief description of changes to orders and instructions on how to amend printed copies of the document.
- b. **Section A Part 2.** Part 2 is used to publish Special Flying Instructions (SFI) and Advance Notice of Amendment (ANA) for documents within the Tutor T1 Aircraft Document Set (ADS). Users of electronic (PDF) versions of this FOB should be aware that the latest insertions to Section A may not be incorporated.

4. **Section B.** Section B contains RAF Woodvale Standing Flying Orders pertinent to all aircrew operating from RAF Woodvale.

5. **Section C.** Section C contains aircraft type-specific flying orders applicable to 6FTS flying units operating the Tutor T1 at RAF Woodvale.

6. **Section D.** Section D contains aircraft type-specific flying orders applicable to 2FTS flying units at RAF Woodvale. These orders have been temporarily removed due to cessation of 2FTS flying at RAF Woodvale since 2014.

7. **Section E.** Section E contains Woodvale Aircraft Owners' Group (WAOL) orders pertinent to WAOL members operating from RAF Woodvale.

8. **Equal Opportunities Statement.** All reference to the masculine gender (he, him and his) is to be taken to include the feminine gender (she, her and hers).

9. **Responsibilities.** The Orders and guidance contained within this FOB do not absolve any person from using their best judgement to ensure the safety of aircraft and personnel. When a safety imperative demands, the Orders may be deviated from, provided that a convincing case can be offered in retrospect by the relevant Ac Cdr, flying supervisor or air traffic control supervisor. Where authorised individuals issue their own amplifying orders or instructions, they must be based on the Regulations and they cannot be less restrictive.

10. **Conventions.** The following conventions for articulating regulated action/activity apply:

a. Within the context of this Manual the executive verb **shall** (highlighted in bold for visual impact) indicates a mandatory activity which must be followed without exception (unless a dispensation/waiver to the order has been formally issued). Whenever possible, mandatory orders will be written in the positive sense. If this is not feasible, then where the provision states that an organization/individual “shall not” do something, they are prohibited from doing the specified act. Mandatory orders are aligned to overarching RAs.

b. Acceptable Means of Compliance (AMC) are strongly recommended practices but are written in the permissive sense to allow the Regulated Entity the opportunity to consider alternative approaches. As a consequence, AMC contain the permissive verb **should** (highlighted in bold for visual impact). This is the only place where this particular permissive verb will be used.

c. Mandatory orders may contain both orders (**shall**) and AMC (**should**) and should be interpreted appropriately.

d. The abbreviation ‘Ac Cdr’ within these orders represents the role of ‘Aircraft Commander’ as described at MAA Regulatory Article 2115. It also covers any other person in the role of ‘Pilot in Command’ in the context of non-military air system operations at RAF Woodvale.

11. **Request for Amendment.** Persons wishing to propose amendment to the RAF Woodvale FOB Sections B (General) and C (Tutor) should prepare the proposed amendment in writing, including the rationale, and submit to OC Flying, RAF Woodvale for staffing. Proposals for amendment to Section E should initially be staffed through WAOL Secretary respectively.

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