

## Annex C to Contract HELSME/0001

Type	ID	Issue	Title	Body	Sort Column
Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
RA	1014	Issue 5	Design Organizations and Co-ordinating Design Organizations - Airworthiness Responsibilities	There is a need for clarity in the airworthiness responsibilities of Design Organizations (DO) or Co-ordinating Design Organizations (CDO) involved in the design of products, parts or appliances installed in Air Systems to avoid a gap in the work to sustain a safe product/Air System occurring between the DOs and the Type Airworthiness Authority (TAA) or Commodity Project Team Leader (PTL). Accordingly, the responsibilities of DO or CDO need to be clearly defined to ensure they have auditable processes and competent people to enact the airworthiness duties required by the TAA or Commodity PTL. Furthermore, the overall design or through-life configuration management of an Air System will require the appointment of an Air System CDO with appropriate additional responsibilities.	1014000000
Regulation	1014(1)		Responsibilities of a Design or Co-ordinating Design Organization	The relevant DO or CDO shall be responsible for the through-life configuration management of the design of each product, part or appliance installed in an Air System.	1014001000
Regulation	1014(2)		Responsibilities of an Air System Co-ordinating Design Organization	There shall be one overall DO or CDO appointed by the TAA as the Air System CDO to manage the overall design or through-life configuration of each Air System.	1014002000
RA	1016	Issue 2	Continuing Airworthiness Responsibilities	In order to be operated safely Military registered Air Systems are required to be managed by an MAA Approved Military Continuing Airworthiness Management Organization (Mil CAMO).	1016000000
Regulation	1016(1)		Accountable Manager (Continuing Airworthiness) (AM(CAw))	For Defence Contractor Flying Organizations approved by the Contractor Flying Approved Organization Scheme (CFAOS) operating military registered Air Systems, an AM(CAw) shall be identified, who has corporate authority for ensuring that all continuing airworthiness management activities can be financed and carried out in accordance with (iaw) the MRP.	1016001000
Regulation	1016(2)		Requirement for a Mil CAMO	Aviation Duty Holders (DH) and AM(CAw)s shall ensure that the tasks associated with continuing airworthiness of the Military registered Air Systems in their Area of Responsibility are managed by a Mil CAMO which is approved iaw RA 4941(RA 4941 – Application - MRP Part M Sub Part G).	1016002000
RA	1017	Issue 3	Maintenance Organization – Airworthiness Responsibilities	Organizations conducting the maintenance of UK military air systems or components are responsible for complying with the Air System Document Set, the relevant contract and where appropriate their MOD approval.	1017000000
Regulation	1017(1)		Responsibilities of the Maintenance Organization	A Maintenance Organization (MO) shall be responsible for the completion of all maintenance required in accordance with the Air System Document Set (ADS) as directed by the CAMO or as stipulated in the relevant contract. A Contractor MO shall be approved by the MOD.	1017001000
RA	1018	Initial Issue	Production Organization – Airworthiness Responsibilities	A Production Organization (PO) is an organization that manufactures aviation products in accordance with Approved Data and which a Design Organization may contract for equipment production.	1018000000
Regulation	1018(1)		Responsibilities of the Production Organization	A PO shall manufacture aviation products and appliances in accordance with the Approved Data and design drawing set and shall work within their Quality Management System.	1018001000

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RA	1024	Issue 6	Accountable Manager (Military Flying)	<p>In order to ensure clear accountability for the delivery of safe aviation operations there is a need to assign a top level of accountability for the delivery of such operations by Defence Contractor Flying Organizations (Contractor Flying Approved Organization Scheme [1] (CFAOS) organizations) that operate Air Systems on the UK Military Aircraft Register but not in the UK MOD Service Environment [2].</p> <p>[1] The CFAOS is the assurance mechanism underpinning the competence of Defence Contractor Flying Organizations (DCFO) that operate Air Systems on the UK Military Aircraft Register but not in the UK MOD Service Environment.</p> <p>[2] The UK MOD Service Environment is defined as operations under an Aviation Duty Holder construct with a UK MOD Release to Service - see RA 1121 – Air Safety Arrangements for Military Registration of Civil-Owned Aircraft not Operated in the Service Environment.</p>	1024000000
Regulation	1024(1)		Roles and Responsibilities of the Accountable Manager (Military Flying) (AM(MF))	<p>AM(MF)s shall act on behalf of CFAOS organizations to actively manage Air Safety via an Air Safety Management System (ASMS) to ensure that Risks to Life (RtL) are at least Tolerable and As Low As Reasonably Practicable (ALARP) [3] within their defined Areas of Responsibility (AoR). AM(MF)s shall be accountable for the maintenance of standards and safety primarily focused on RtL [4].</p> <p>[3] RA 1210 – Ownership and Management of Operating Risk (Risk to Life) annexes A and F refer.</p> <p>[4] RA 1210 provides additional guidance.</p>	1024001000
Regulation	1024(2)		Appointment and Qualifications for an AM(MF)	<p>CFAOS organizations shall appoint a Suitably Qualified and Experienced Person (SQEP) to be the AM(MF).</p> <p>AM(MF)s shall be appropriately empowered to undertake their role.</p>	1024002000
Regulation	1024(3)		Post-Holders	All CFAOS post-holders shall be approved.	1024003000

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RA	1028	Issue 2	Contractor Flying Approved Organization Scheme - Responsibilities	<p>Defence Contractor Flying Organizations (DCFO) that operate UK military registered Air Systems not in the UK MOD Service Environment [1] are required to operate under an appropriate approval scheme which will ensure such organizations comply with the MAA Regulatory Publications (MRP). This scheme is the Contractor Flying Approved Organization Scheme [2] (CFAOS). There is a requirement to define the responsibilities of organizations operating under the CFAOS.</p> <p>[1] The UK MOD Service Environment is defined as operations under an Aviation Duty Holder construct with a UK MOD Release to Service; see RA 1121 - Air Safety Arrangements for Military Registration of Civil-Owned Aircraft not operated in the Service Environment.</p> <p>[2] The CFAOS is the assurance mechanism underpinning the competence of Defence Contractor Flying Organizations (DCFO) that operate Air Systems on the UK Military Aircraft Register but not in the UK MOD Service Environment. DCFOs operating under the CFAOS are referred to as CFAOS organizations.</p>	1028000000
Regulation	1028(1)		Responsibilities of a CFAOS Organization	CFAOS Organizations shall be approved by the MAA and comply with the MRP.	1028001000
RA	1130	Issue 3	Corporate Memory and Standards	Regulations, standards and guidelines are an important mechanism for defining the safety management and design approaches required to achieve airworthiness goals and are a key component of corporate memory.	1130000000
Regulation	1130(1)		Corporate Memory	A systematic corporate memory policy shall be defined and established.	1130001000
Regulation	1130(2)		Standards	Guidelines, regulations and standards shall be identified and correctly applied to a particular activity.	1130002000
RA	1200	Issue 4	Defence Air Safety Management	As a key enabler to the effective delivery of operational capability, safety management ensures a systematic, pro-active and auditable approach to the management of Air Safety risks to achieve an acceptable level of safety. Central to safety management is the intellectual activity and decision making which is enabled by the necessary organizational structures, accountabilities, policies and procedures.	1200000000
Regulation	1200(1)		Defence Air Safety Management	All organizations directly or indirectly involved in Defence Aviation shall establish and maintain an effective Air Safety Management System (ASMS).	1200001000
RA	1220	Issue 4	Project Team Airworthiness and Safety	An airworthiness strategy is required in order to have an explicit approach to demonstrate and sustain airworthiness	1220000000
Regulation	1220(2)		Project Safety Management	The TAA or Commodity Project Team Leader (PTL) shall be responsible for the Safety Management of the Project.	1220002000
Regulation	1220(3)		Equipment Safety Assessment	The TAA or Commodity PTL shall initiate and maintain an up-to-date Equipment Safety Assessment.	1220003000
Regulation	1220(4)		Independent Evaluation and Audit	The TAA or Commodity PTL shall ensure the Equipment Safety Assessment and Project SMS is subject to independent evaluation and audit.	1220004000

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RA	1225	Initial Issue	Air Safety Documentation Audit Trail	It is vital for Air Safety [1] information to be retained; therefore, procedures need to be in place to ensure that this information is auditable, tracked and preserved.  [1] MAA-02 definition of Air Safety: "Is the state of freedom from unacceptable risk of injury to persons, or damage, throughout the life cycle of military air systems. Its purview extends across all Defence Lines of Development and includes Airworthiness, Flight Safety, Policy, Regulation and the apportionment of Resources. It does not address survivability in a hostile environment."	1225000000
Regulation	1225(1)		Air Safety Documentation Audit Trail	All significant Air Safety related documents shall be retained, tracked and preserved in an auditable manner. Significant documentation relating to Air Systems shall be retained for a minimum of 5 years beyond the out of service date.	1225001000
RA	1230	Issue 5	Design Safety Targets	It is important to have design safety targets to provide a level of assurance that a design can achieve specific safety criteria. The design solutions for new Air Systems, modifications to new and in-service Air Systems, and associated equipment and software, are to be consistent with the acceptable design safety targets, unless overriding statements for Airworthiness are contained in the specification or contract, with the prior agreement of the MAA.	1230000000
Regulation	1230(1)		Design Safety Target Criteria	Air Systems, associated equipment and software shall be designed [1] to acceptable design safety targets.  [1] It is acknowledged that some legacy Air Systems, equipment and software will not have direct correlation with the original design safety target. Therefore there will be a need to define an acceptable Design Safety Target.	1230001000
RA	1300	Issue 3	Release to Service	The Release to Service (RTS) is the document that authorizes Service flying on behalf of the responsible Senior Duty Holder. The RTS is based on the RTS Recommendation (RTSR) and draws on the Air System Safety Case (Air System SC) documentation, including the limitations and Air System description, and defines the as-flown configuration. The limitations of the RTS are the definitive limits for the Air System, and allow for peacetime training, exercise, contingency, threat and war conditions.	1300000000
Regulation	1300(2)		RTS Recommendation	The TAA shall prepare the RTSR, to the satisfaction of the RTSA.	1300002000
RA	1310	Issue 4	Air System Document Set	Air Systems are highly complex pieces of equipment which can only be operated and maintained safely if there exists a set of publications which describes: safe operating limitations, safe operating procedures and safe maintenance procedures. These publications are known collectively as the Air System Document Set [1] (ADS). Furthermore, the ADS needs to be amended through life so that it continues to reflect the as-flown and as-maintained configuration of the Air System and is amended in a coherent and expedient manner.  [1] The Air System Document Set will be known as the ADS in the interest of reducing amendment action (from the term "Aircraft Document Set").	1310000000
Regulation	1310(1)		Air System Document Set	The Type Airworthiness Authority (TAA) shall develop and maintain the ADS.	1310001000

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Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
Regulation	1310(2)		Responsibility for Amendments to the Air System Document Set	Changes to the ADS shall only be authorized by those holding Letters of Authority. Amendments to the RTS and ADS shall be promulgated to relevant users in a timely fashion.	1310002000
RA	1345	Issue 2	The Airborne Equipment Release Certificate	The carriage and dispatch of Airborne Equipment (AE) from aircraft present Risks to Life, additional to those from the aircraft, to users, the public and military personnel. The information in the Airborne Equipment Release Certificate (AERC) underpins the airworthiness of the AE when carried in, and dispatched from, an aircraft. It informs the platform's Release to Service (RTS) on the carriage and operation of the equipment concerned.	1345000000
Regulation	1345(1)		The Airborne Equipment Release Certificate	All AE shall be certified by the issue of an AERC.	1345001000
RA	1350	Issue 5	The Air Launched Weapon Release Certificate	The carriage, launch and jettison of Air Launched Weapons (ALW) from aircraft present risks additional to those from the aircraft to users, the public and military personnel. The platform Type Airworthiness Authority (TAA) is wholly responsible for the safety of his complete weapons system. The purpose of an ALW Release Certificate (ALWRC) is to assist him to discharge this responsibility.	1350000000
Regulation	1350(1)		The Air Launched Weapon Release Certificate	All ALW shall be certified by the issue of an ALWRC.	1350001000
RA	1370	Issue 3	Release to Service Configuration Control and Audit Trail	An Air System Release to Service (RTS) will continue to evolve with progressive improvements in the design and the declared capability of the Air System. As a result particular attention must be paid to configuration control and maintaining an audit trail.	1370000000
Regulation	1370(1)		Release to Service Configuration Control and Audit Trail	The RTS shall be amended and maintained to reflect the as-flown configurations of the Air System.	1370001000
RA	1400	Issue 2	Flight Safety	Flight Safety is a key component of Air Safety and is a collective endeavour to operate safely in the Defence Aviation domain and embraces any activity in flight or on the ground that contributes to the operation of Air Systems. Coherent control of supporting activities is required.	1400000000
Regulation	1400(1)		Flight Safety	Aviation Duty Holders (DH), Accountable Managers <sup>1</sup> (AM), Heads of Establishment (HoE), and Commanders within Duty Holder-Facing organizations (Cdrs within DH-facing orgs) shall have appropriate Flight Safety (FS) measures in place to support the flying operations for which they are responsible and promulgate appropriate orders.  (Those accountable managers within any of: DH-Facing organizations; Contractor Flying Approved Organization Scheme; Maintenance Approved Organization Scheme; or Design Approved Organization Scheme.)	1400001000
RA	1410	Issue 7	Occurrence Reporting	Accurate and timely occurrence reporting and effective investigation is fundamental to identifying Air Safety risks and delivering effective mitigation.	1410000000

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Regulation	1410(1)		Occurrence Reporting and Investigation	Aviation Duty Holders (DH), Accountable Managers [1](AM), Heads of Establishment (HoE), and Commanders within Duty Holder-Facing organizations (Cdrs within DH-facing orgs) shall ensure that all Air Safety reportable occurrences are reported, managed and appropriate action taken.  1-Those accountable managers within any of: DH-Facing organizations; Contractor Flying Approved Organization Scheme; Maintenance Approved Organization Scheme; or Design Approved Organization Scheme.	1410001000
RA	1420	Issue 4	Service Inquiries (SI); Air Accident and Significant Occurrence investigation	In order to enhance the delivery of operational capability through continuous improvement to Defence Air Safety, there is a necessity to investigate aviation accidents and significant occurrences DG DSA is appointed by the Defence Council as the primary Convening Authority (CA) for SI into safety related accidents and significant occurrences, which shall include those occurring in the aviation domain. The SI (whether required by law or policy or convened at the discretion of DG DSA) will make recommendations to prevent recurrence and improve Air Safety.	1420000000
Regulation	1420(1)		Service Inquiries (SI); Air Accident and Significant Occurrence Investigation	The independent, full time, SI Panel (working directly to the CA) shall fully investigate all aspects of the accident or occurrence and shall provide the CA with a timely, comprehensive written report, with relevant recommendations. Aviation Duty Holders (DH), Accountable Managers (Military Flying) (AM(MF)), and Commanders and Accountable Managers within Duty Holder-facing Organizations (Cdrs and AM within DH-facing orgs) shall support the CA in all aspects of the investigation and shall act upon SI recommendations.	1420001000
RA	1440	Issue 6	Air Safety Training	Air Safety Training is a critical component in the mitigation of Risk to Life. It increases safety awareness and supports the establishment and maintenance of an engaged air safety culture. Human Factors (HF) and our interaction with aviation systems remain the principal causal factors in aviation incidents and accidents. Therefore it is essential that all those involved in Defence Aviation are trained to the highest possible standard.	1440000000
Regulation	1440(1)		Air Safety Training	"Aviation Duty Holders (ADH), Accountable Managers (AM) [1], Heads of Establishment (HoE), and Commanders within DH-Facing organizations (Cdrs within DH-facing orgs) shall ensure that all personnel in the Defence Air Environment [2] (DAE) are appropriately competent, qualified and current regarding Air Safety training.  [1] This refers to AMs that exist in the following: DH-Facing organizations, Contractor Flying Approved Organization Scheme, Maintenance Approved Organization Scheme, Air Traffic Management Equipment Approved Organization Scheme, Continuing Airworthiness Management Organization or Design Approved Organization Scheme (Head of the Design Organization). [2] Refer to MAA 02 for the definition of the Defence Air Environment."	1440001000

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Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
RA	1920	Issue 2	Aviation Arrangements in Surface Ships – Equipment Standards	When new aviation arrangements in surface ships are procured, or existing aviation arrangements are modified, to ensure that appropriate safety requirements are met it is essential that the equipment is designed to meet a minimum standard. Defence Standard 00-133 (Aviation Arrangements in Surface Ships) provides appropriate specification requirements for aviation arrangements in surface ships and draws on over 100 years of design and usage experience.	1920000000
Regulation	1920(1)		Aviation Arrangements in Surface Ships – Equipment Standards	The Ship Platform Authority (PA) shall ensure that all new and modified aviation arrangements are designed and built against a recognised standard appropriate to the intended use of the platform.	1920001000
RA	2370	Issue 3	Test and Evaluation	<p>Test and Evaluation (T&amp;E) activity [1] has the potential for risk above that seen in the routine operating environment. The evidence generated from T&amp;E activity needs to be of a high enough fidelity to support Air Safety decision-making and to underpin the Air System Safety Case (ASSC).</p> <p>[1] T&amp;E activity for Service organizations is defined as: any operation pre/outside an extant Release to Service (RTS); altering any of the ASSC operating boundaries to conduct an activity; or, the activity undertaken to generate evidence that will be used to support the ASSC, including attendant Equipment Safety Assessment. T&amp;E activity also includes activity which falls within the definitions of Test Flying and Test Support Flying in MAA02. Defence Contractor Flying Organizations, operating predominantly under CFAOS, will work to their equivalent definitions, encompassing: the aircraft release document (either Military Permit to Fly (MPTF) or contractors flight release) instead of RTS; and, their equivalent to the in-service ASSC.</p>	2370000000
Regulation	2370(1)		T&E Organizations	T&E activity shall only be conducted by competent organizations.	2370001000
Regulation	2370(2)		T&E Activity Approval & Supervision	T&E Activity shall be specifically approved and supervised by Suitably Qualified and Experienced Person (SQEP).	2370002000
Regulation	2370(3)		T&E Competent Persons	T&E activity shall only be carried out by personnel that are competent to plan and conduct T&E activity and to generate the required level of evidence.	2370003000
Regulation	2370(4)		Conduct of T&E Activity	Aviation Duty Holders and AM(MF) shall detail in Orders how T&E activity is to be conducted.	2370004000
RA	2375	Issue 3	Approval and Use of Flight Simulator Training Devices	Flight Simulator Training Devices (FSTD) may be used as either preparation or substitution for live sorties in United Kingdom (UK) military Air Systems. However, FSTD vary considerably in fidelity and because of this their use must not prejudice the safe operation of that Air System. Careful consideration is therefore required to ensure the FSTD is fit for purpose.	2375000000
Regulation	2375(1)		Approval of Flight Simulator Training Devices	Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) shall approve for use the FSTD within their Area of Responsibility.	2375001000
Regulation	2375(2)		Use of Flight Simulator Training Devices	ADH and AM(MF) shall determine the extent that FTSD can be used as a substitute for live flying based on the fidelity of the system being used.	2375002000

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Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
RA	2401	Issue 3	Documents and Records	Documents pertaining to the operation of aircraft and associated systems form a fundamental part of the Air System Safety Case. They provide essential knowledge to personnel who operate and supervise military flying. Accurate records are required for the management of personnel and equipment, and allow analysis and exploitation of occurrence data to improve Air Safety.	2401000000
Regulation	2401(1)		Air System Document Set (ADS)	All aircrew shall be familiar with the elements of the ADS relevant to operation of the aircraft.	2401001000
Regulation	2401(2)		Use and Carriage of Documents in the Aircraft	All aircraft checks shall be completed in accordance with the relevant Aircrew Manual/Pilot's Notes and associated Flight Reference Cards. Aviation Duty Holders and Accountable Managers (Military Flying) (AM(MF)) shall promulgate in Orders the appropriate Flight Reference documentation to be carried in all UK Military Aircraft.	2401002000
Regulation	2401(3)		Flying Logbooks and Recording of Flying Times	Accurate and detailed records of flying times shall be maintained by personnel who are required to fly regularly in the course of their duties or, as directed by Aviation Duty Holder and AM(MF) Orders.	2401003000
Regulation	2401(4)		Aviation Duty Holder/Accountable Manager (Military Flying) (AM(MF)) Orders	Aviation Duty Holders and AM(MF) shall issue Flying Orders.	2401004000
Regulation	2401(5)		Authorization Record	Aviation Duty Holders and AM(MF) shall ensure that accurate and detailed records of flight authorizations are maintained.	2401005000
Regulation	2401(6)		Meteorological Records	All relevant meteorological data shall be archived to assist in post incident investigation.	2401006000
Regulation	2401(7)		Training Records	Aviation Duty Holders and AM(MF) shall maintain training records for all aircrew.	2401007000
RA	4051	Initial Issue	Flight Testing of Aircraft	Flight testing is conducted to ensure that the overall performance or handling qualities of an aircraft or airborne equipment have not fallen below defined standards of acceptance. Flight testing may be conducted at a set periodicity, post-scheduled maintenance or to confirm the airworthiness of an aircraft after certain fault rectification or replacement of components when checks for proper operation cannot be carried out on the ground.	4051000000
Regulation	4051(1)		Flight Testing of Aircraft	Flight testing and Airborne Checks (ACs) shall be conducted within the boundaries of the Release to Service (RTS).	4051001000
Regulation	4051(2)		Flight Test Schedule	Flight testing shall be carried out in accordance with the Flight Test Schedule (FTS).	4051002000
RA	4201	Initial Issue	Maintenance Policy - Composite Materials	The use of Composite Materials (CM) within the Military Air Environment (MAE) is continuing to grow because they offer high specific strength; that is, a high strength to weight ratio, high specific stiffness and excellent fatigue resistance, combined with increased design flexibility when compared with traditional aerospace alloys. Consequently, for CM there are aspects that may require more care, additional husbandry or different processes as compared to those employed in the maintenance of aircraft structure and components constructed from more traditional materials.	4201000000
Regulation	4201(1)		Composite Materials Maintenance	In order that the design properties of Composite Materials (CM) are retained or recovered in a cost-effective and efficient manner throughout the service life of the aircraft, aircraft CM structures and components shall be subject to specific maintenance activity.	4201001000

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Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
Regulation	4201(2)		Composite Materials Awareness and Husbandry	To ensure the continued structural integrity of aircraft structure and components constructed using Fibre Reinforced Plastics (FRP), and to reduce maintenance costs, Project Teams, FLCs and user units shall put in place procedures to establish and maintain appropriate levels of awareness and husbandry.	4201002000
Regulation	4201(3)		Recording of Composite Materials Related Maintenance	A database shall be used to record all structural concessions, repairs, modifications and accidental damage and environmental damage to CM. Changes to the configuration of FRP structure and components are also to be included in this record.	4201003000
RA	4203	Initial Issue	Preventive Maintenance	Preventive maintenance is one element of the through-life maintenance of materiel within the Military Air Environment (MAE) and is an essential element of the safe operation of aircraft and equipment. Preventive maintenance is systematic, with prescribed work undertaken at pre-determined intervals to reduce the probability of failure and to ensure that performance is not degraded by time or usage.	4203000000
Regulation	4203(1)		Preventive Maintenance	For aircraft and equipment in the MAE, including support equipment, preventive maintenance shall comprise flight servicing, scheduled maintenance and condition-based maintenance.	4203001000
RA	4204	Initial Issue	Lifing of Aerospace Components	<p>Most failures of aero system components occur in an unpredictable manner that is not related to usage; such failures can only be dealt with by replacing components as and when they become unserviceable. There are, however, some components, usually mechanical ones, for which the probability of failure increases with age and usage. Two groups of such components justify replacement or removal for maintenance on a predetermined basis. They are:</p> <p>a. Components for which airworthiness and safety considerations require that in-use failure should be minimized or eliminated.</p> <p>b. Components for which the timely replacement or removal for maintenance would significantly increase system availability or decrease overall costs.</p> <p>Components that belong to either or both groups are subject to lifing procedures.</p>	4204000000
Regulation	4204(1)		Lifing of Aerospace Components	Aero system components, that have been identified as 'Significant', shall be subject to lifing criteria.	4204001000
RA	4214	Issue 2	Support Policy Statements	The aircraft Release to Service (RTS) is central to defining the airworthiness of an aircraft. The Air System Document Set (ADS) is the hierarchical document of the structure of documents used to ensure the safe operation of the aircraft. One of the main subordinate documents within the ADS is the Support Policy Statement (SPS).	4214000000
Regulation	4214(1)		Support Policy Statements	Project Teams shall promulgate and maintain a Support Policy Statement (SPS) for their platforms/equipment.	4214001000
RA	4257	Initial Issue	Surface Finish of Military Air Environment Equipment	The preservation and renewal of surface finishes is an essential part of the overall maintenance of aircraft, aircraft components and equipment, and of associated ground support equipment (GSE).	4257000000

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Regulation	4257(1)		Surface Finish of Military Air Environment Equipment	Aircraft, aircraft components and equipment and associated GSE Surface Finish coatings shall be applied, maintained and removed as directed by the platform or equipment Project Team (PT) and in accordance with Health, Safety and Environmental legislation.	4257001000
RA	4350	Initial Issue	Through Life Management of Technical Information	Technical Information (TI) is the information necessary to operate, maintain, repair, support and dispose of equipment throughout its life. It includes paper, fiche, drawings, Computer-Aided Design data, electronic text and non-textual data (e.g. graphics, video). The standard of TI has a direct effect on airworthiness from both a technical content as well as a usability perspective. It is vitally important that TI is produced and managed to ensure that it is of the required standard to maintain airworthiness.	4350000000
RA	4351	Initial Issue	Production and Maintenance of Maintenance Schedules	Maintenance Schedules are a fundamental part of maintaining airworthiness and so their production and maintenance needs to be controlled as with all Technical Information (TI). Maintenance Schedules need to meet the requirements of the Support Policy Statement (SPS).	4351000000
Regulation	4457(1)		Special Instructions (Technical)	Where a PT requires an instruction to undertake a work package to identify, repair or prevent the occurrence or reoccurrence of a potential fault, the instruction shall be one of the following: <ul style="list-style-type: none"> <li>a. An STI when Design Organization (DO) input is required and remedial action is non-recurrent.</li> <li>b. An SI when DO input is required and remedial action is recurrent.</li> <li>c. An UTI when DO input is not required and remedial action is necessary within 14 days/25 flying hours.</li> <li>d. An RTI when DO input is not required and remedial action is not necessary within 14 days/25 flying hours.</li> </ul>	4457001000
RA	4607	Initial	Aircraft Role Equipment - Maintenance, Modification and Control	Most aircraft in the Military Air Environment are capable of performing a variety of roles. To enable this, each aircraft type may employ a suite of role equipment which, when installed, will permit operations in the required role to be carried out. Because role equipment is fitted to the aircraft to carry out specific task's the maintenance and control of role equipment is an essential part of airworthiness.	4607000000
Regulation	4607(1)		Role Equipment Preventive Maintenance Schedule	A PT with responsibility for role equipment shall determine the preventive maintenance schedule for that equipment.	4607001000
Regulation	4607(2)		Maintenance of Role Equipment	Maintenance of role equipment shall cover the maintenance activities for both installed and uninstalled role equipment, including any specific storage requirements.	4607002000

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RA	4700	Initial	Military Air Environment Quality Policy	Achieving optimal operational performance and maintaining air safety are paramount features of air environment engineering and logistics support activities. Therefore, the use of defined safe processes, practices and procedures, adequate supervision and high-calibre management are all essential elements of an integrated management system. Increased confidence is gained through a rigorous process of independent review and evaluation that verifies the continued adequacy and effectiveness of these essential control arrangements. This whole process ensures that air environment engineering and logistics standards and working practices are being maintained and adapted, thus ensuring that front-line forces are provided with consistent levels of high-quality support.	4700000000
Regulation	4700(1)		Military Air Environment Quality Policy	All engineering and logistics organizations within the military air environment shall develop and implement a Quality Management System which, as a minimum, meets the basic requirements and principles of the ISO 9001.	4700001000
RA	4800	Issue 8	General Requirements (MRP Part 145)	The RA 4800-4849 series is a discrete set of Regulatory Articles that govern maintenance organizations, named the MRP Part 145 due to their derivation from the European Military Airworthiness Requirements (EMAR) 145. RA 4800 outlines the fundamental requirements for maintenance organizations and the applicability of the Maintenance Approved Organization Scheme (MAOS).	4800000000
Regulation	4800(1)		General Requirements (MRP Part 145)	On-aircraft maintenance and off-aircraft maintenance that is carried out on UK Government property shall only be carried out by organizations whose management, technical resources and quality assurance arrangements are demonstrably adequate to provide products and services of the required quality, economically and on time.	4800001000
RA	4801	Issue 3	General Definitions (MRP 145.A.1)	The term 'Certifying Staff' is used throughout the RA4800-4849 series (MRP Part 145) to describe an individual who may be granted certification privileges. Such individuals are required to have met the qualification criteria defined here.	4801000000
Regulation	4801(2)		Certifying Staff (MRP 145.A.01(b))	For the purpose of RA4800-4849 (MRP Part 145), staff shall meet one of the following eligibility criteria to be qualified as 'certifying staff':  (a) Be appropriately experienced and have completed, as a minimum, MOD Phase 2 technical training; or  (b) Hold an appropriate category A, B1, B2 or C licence in compliance with European Aviation Safety Agency (EASA) Annex III (Part 66); or  (c) Be appropriately experienced and have completed suitable civilian training (civilian contractors only).	4801002000
RA	4802	Issue 3	Scope of the MRP Part 145 (MRP 145.A.10) - Approved Maintenance Organizations (AMOs) only	Approval under RA4800-4849 (MRP Part 145) will permit an AMO to conduct maintenance of military aircraft and/or components, within a defined scope. The method of compliance may differ for those small AMOs which do not have the personnel to undertake the full range of RA4800-4849 (MRP Part 145) activities themselves. This regulation provides greater detail in this respect.	4802000000

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Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
Regulation	4802(1)		Scope of the MRP Part 145 (MRP 145.A.10(a))	A contractor-run Maintenance Organization shall meet the requirements of RA 4800- 4849 (MRP Part 145) to qualify for the issue or continuation of an approval to maintain military aircraft and components.	4802001000
RA	4803	Issue 4	Application for Approval (MRP 145.A.15) - Approved Maintenance Organizations (AMOs) only	It is necessary for there to be a defined method of application for the issue or variation of an RA 4800-4849 (MRP Part 145) approval.	4803000000
Regulation	4803(1)		Application for Approval (MRP 145.A.15(a))	An application for the issue or variation of an approval shall be made to the MAA in an agreed form and manner.	4803001000
RA	4804	Issue 3	Terms of Approval (MRP 145.A.20) Approved Maintenance Organizations (AMOs) only	When granted, an approval will be for a defined scope of work, which will follow the format detailed in this RA.	4804000000
Regulation	4804(1)		Terms of Approval (MRP 145.A.20(a))	The contractor-run Maintenance Organization shall specify the scope of work required for approval in its Exposition.	4804001000
RA	4805	Issue 3	Facility Requirements (MRP 145.A.25)	It is essential that the organization's facilities are appropriate to the scope of work that they are approved to undertake.	4805000000
Regulation	4805(1)		Facility Requirements (MRP 145.A.25(a))	<p>The organization shall ensure that facilities are provided appropriate for all planned maintenance work, ensuring, when necessary, protection from the weather elements and appropriate security safeguards for any classified items. Specialized workshops and bays shall be segregated as appropriate to ensure that environmental and work area contamination is unlikely to occur.</p> <p>(a) For 'base' or 'depth' maintenance of aircraft, aircraft hangars shall be both available and large enough to accommodate aircraft on planned 'base' or 'depth', maintenance. Where such facilities cannot be established at deployed locations, Military Maintenance Organizations (MMOs) shall assess the suitability of alternative facilities and ensure that any additional risk to Air Safety is appropriately managed, advising the Delivery Duty Holder (DDH) as appropriate.</p> <p>(b) For component maintenance, component workshops shall be large enough to accommodate the components on planned maintenance.</p>	4805001000
Regulation	4805(2)		Office Accommodation (MRP 145.A.25(b))	The organization shall ensure that office accommodation is provided for the management of the planned work referred to in RA 4805(1) (MRP 145.A.25(a)) and certifying staff so that they can carry out their designated tasks in a manner that contributes to good aircraft maintenance standards.	4805002000
Regulation	4805(3)		Working Environment (MRP 145.A.25(c))	The organization shall ensure that the working environment, including aircraft hangars, component workshops and office accommodation, is appropriate for the task carried out. Unless otherwise dictated by the particular task environment, the working environment shall be such that the effectiveness of personnel is not impaired.	4805003000

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Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
Regulation	4805(4)		Storage Facilities (MRP 145.A.25(d))	The organization shall ensure that secure storage facilities are provided for components, equipment, tools and material that ensure segregation of serviceable components and material from unserviceable aircraft components, material, equipment and tools. The conditions of storage shall be in accordance with the instructions of the manufacturer, or other applicable MoD instructions, to prevent deterioration and damage of stored items. Access to storage facilities shall be restricted to authorised personnel.	4805004000
RA	4806	Issue 5	Personnel Requirements (MRP 145.A.30)	<p>An organization applying for RA 4800-4849 (MRP Part 145) approval is required to appoint a number of positions within the organization, which each have specific responsibilities, and detail them in the Exposition. This not only provides the MAA with assurance that the organization's size and structure is adequate for the scope of approval, but the necessary submission of certain individuals' credentials allows the MAA to assess their suitability for such positions and the authority that they would be consequently granted by virtue of the organization's approval.</p> <p>While Military Maintenance Organizations (MMOs) are not currently required to apply for approval through RA 4800-4849 (MRP Part 145), this regulation remains applicable; MMOs will still identify those individuals with key responsibilities for Continuing Airworthiness and ensure that all personnel involved in aircraft and aircraft component maintenance are assessed as suitably competent.</p>	4806000000
Regulation	4806(1)		Accountable Manager (Maintenance) (MRP 145.A.30(a))	<p>An Accountable Manager (Maintenance) shall be appointed who has organizational authority for ensuring that all maintenance is carried out to the standard required by RA 4800-4849 (MRP Part 145). The Accountable Manager (Maintenance) shall:</p> <ol style="list-style-type: none"> <li>a. Ensure that all necessary resources are available to accomplish maintenance in accordance with RA 4815(2) (MRP 145.A.65(b)) to, where applicable, support the organization approval.</li> <li>b. Establish and promote the safety and quality policy specified in RA 4815(1) (MRP 145.A.65(a)).</li> <li>c. Demonstrate a basic understanding of RA 4800-4849 (MRP Part 145).</li> </ol>	4806001000

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Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
Regulation	4806(2)		Personnel Responsible to the Accountable Manager (Maintenance) (MRP 145.A.30(b))	<p>The organization shall nominate a person or group of persons, whose responsibilities include ensuring that the organization complies with RA 4800-4849 (MRP Part 145). Such person(s) shall ultimately be responsible to the Accountable Manager (Maintenance).</p> <p>a. The person(s) nominated shall represent the maintenance management structure of the organization and be responsible for all functions specified in RA 4800-4849 (MRP Part 145).</p> <p>b. The person(s) nominated shall be identified and their credentials submitted using an MAA Form 4 (AMOs only).</p> <p>c. The person(s) nominated shall be able to demonstrate relevant knowledge, background and satisfactory experience related to aircraft or component maintenance and demonstrate a working knowledge of RA 4800-4849 (MRP Part 145).</p> <p>d. Procedures shall make clear who deputizes for any particular person in the case of lengthy absence of the said person.</p>	4806002000
Regulation	4806(3)		Quality Manager (MRP 145.A.30(c))	The Accountable Manager (Maintenance), under RA 4806(1) (MRP 145.A.30(a)), shall appoint a person with responsibility for monitoring the quality system, including the associated feedback system, as required by RA 4815(3) (MRP 145.A.65(c)). The appointed person shall have direct access to the Accountable Manager (Maintenance) to ensure that the Accountable Manager (Maintenance) is kept properly informed on quality and compliance matters.	4806003000
Regulation	4806(4)		Maintenance Man-hour Plan (MRP 145.A.30(d))	The organization shall have a maintenance man-hour plan demonstrating that the organization has the workforce capacity and competence to carry out the scope of its approval, and that the workforce is of sufficient quantity and appropriate composition to plan, perform, supervise, inspect and quality monitor the organization. In addition, the organization shall have a procedure to reassess work intended to be carried out when actual staff availability is less than the planned staffing level for any particular work shift or period.	4806004000
Regulation	4806(5)		Personnel Competences and Authorization (MRP 145.A.30(e))	The organization shall establish and control the competence of personnel involved in any maintenance, management and/or quality audits. In addition to the necessary expertise related to the job function, competence shall include an understanding of the application of Human Factors and Human Performance issues to that person's function in the organization. AMOs shall detail the procedure for such competence assessment and the standard to be achieved in their MOE.	4806005000
Regulation	4806(6)		Non-destructive Testing (MRP 145.A.30(f))	The organization shall ensure that personnel who carry out and/or control continued airworthiness Non-Destructive Test (NDT) of aircraft structures and/or components are appropriately qualified in accordance with EN 4179, or equivalent. Personnel who carry out any other specialized task shall be appropriately qualified in accordance with officially recognized standards.	4806006000

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Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
Regulation	4806(7)		Aircraft Certifying Staff (Line Maintenance) (MRP 145.A.30(g)) - Approved Maintenance Organizations (AMOs) only	An AMO undertaking aircraft line maintenance shall have appropriate certifying staff qualified on each relevant aircraft type and, where applicable, support staff, suitably authorized for line maintenance activities in accordance with RA 4807 (MRP 145.A.35).	4806007000
Regulation	4806(8)		Aircraft Certifying Staff (Base Maintenance) (MRP 145.A.30(h)) AMOs only	An AMO undertaking aircraft base maintenance shall have appropriate certifying staff qualified on each relevant aircraft type and, where applicable, support staff, suitably authorized for base maintenance activities in accordance with RA 4807 (MRP 145.A.35).	4806008000
Regulation	4806(9)		Component Certifying Staff (MRP 145.A.30(i))	Any organization undertaking component maintenance shall have appropriately qualified certifying staff, to be suitably authorized for component maintenance activities, in accordance with RA 4807 (MRP 145.A.35).	4806009000
Regulation	4806(10)		Non-engineering Staff (MRP 145.A.30(j))	Non-engineering staff, including aircrew, shall only be permitted to undertake aircraft maintenance and/or flight servicing when authorized. Where applicable, AMOs shall detail the procedure to grant such authorization in the MOE.	4806010000
RA	4807	Issue 3	Certifying Staff and Support Staff (MRP 145.A.35)	This RA details the requirements that fall on organizations to ensure that their certifying staff (the individual with the specific responsibility of certifying that an aircraft or aircraft component is serviceable) and support staff are suitably qualified and experienced and hence authorized to undertake their duties. Some of these sub-RAs detail requirements that must be met by all staff authorized to undertake maintenance of aircraft and/or aircraft components; others are specific requirements that must be met by certifying staff, prior to their certification authorization being granted.	4807000000
Regulation	4807(1)		Staff Knowledge (MRP 145.A.35(a))	In addition to the appropriate requirements of RA 4806(7) and (8), (MRP 145.A.30 (g) and (h)) the organization shall ensure that certifying staff and support staff have an adequate understanding of the relevant aircraft and/or components to be maintained together with the associated organization procedures.	4807001000
Regulation	4807(2)		Certification and Supervisory Authorizations (MRP 145.A.35(b))	<p>Excepting those cases listed in RA4806(10) (MRP 145.A.30(j)) the organization shall only issue certification and supervisory authorizations to certifying and support staff in accordance with the following criteria:</p> <p>(a) Authorization shall relate to the basic categories or subcategories for which they are qualified.</p> <p>(b) Authorization shall be limited to those aircraft types on which they have been qualified.</p> <p>(c) Where certification authorization is being granted to individuals holding an aircraft maintenance licence in compliance with European Aviation Safety Agency (EASA) Annex III (Part 66), such authorization shall only be issued subject to the aircraft maintenance licence remaining valid throughout the validity period of the authorization and the certifying staff remaining in compliance with their licence.</p>	4807002000

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Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
Regulation	4807(3)		Staff Experience Requirements (MRP 145.A.35(c))	The organization shall ensure that all certifying staff and support staff with supervisory responsibilities have at least 6 months of actual relevant aircraft or component maintenance experience in any consecutive 2 year period following initial authorization.	4807003000
Regulation	4807(4)		Staff Continuation Training (MRP 145.A.35(d))	The organization shall ensure that all certifying staff and support staff receive sufficient continuation training in each two year period to ensure that such staff have up-to-date knowledge of relevant technology, organization procedures and human factor issues.	4807004000
Regulation	4807(5)		Continuation Training Programme (MRP 145.A.35(e))	The organization shall establish a programme for continuation training for certifying staff and support staff, including a procedure to ensure compliance with the relevant paragraphs of RA 4807 (MRP 145.A.35) as the basis for issuing certification authorisations under RA 4800-4849 (MRP Part145) to certifying staff.	4807005000
Regulation	4807(6)		Certifying Staff Competence Assessment (MRP 145.A.35(f))	The organization shall assess all prospective certifying staff for their competence, qualification and capability to carry out their intended certifying duties prior to the issue or reissue of a certification authorization under RA4800-4849 (MRP Part 145). For AMOs, this shall be in accordance with a procedure specified in the exposition.	4807006000
Regulation	4807(7)		Issue of Certification Authorization (MRP 145.A.35(g))	When the conditions of RA 4807(1), (2), (3), (4) and (6) (MRP 145.A.35(a), (b), (c), (d) and (f)) have been fulfilled by the certifying staff, the organization shall issue a certification authorisation that clearly specifies the scope and limits of such authorisation.	4807007000
Regulation	4807(8)		Certification Authorization Codes (MRP 145.A.35(h))	The certification authorization shall be in a style that makes its scope clear to the certifying staff and any person who may be required to examine the authorization. Where codes are used to define scope, the organization shall make a code translation readily available.	4807008000
Regulation	4807(9)		Responsibility for Issuing Certification Authorization (MRP 145.A.35(i))	Certification authorizations shall be issued in a controlled manner. For AMOs, the person responsible for the quality system shall also remain responsible on behalf of the organization for issuing certification authorizations to certifying staff. Such person may nominate other persons to actually issue or revoke the certification authorizations in accordance with a procedure as specified in the exposition.	4807009000
Regulation	4807(10)		Record of Staff (MRP 145.A.35(j))	The organization shall maintain a record of all certifying staff and support staff. The record shall be retained by the organization for at least 2 years after the individual has ceased employment with the organization, or from when the authorization has been withdrawn. The staff records shall contain: <p style="text-align: center;">(a) Details of any aircraft maintenance licence held;</p> <p style="text-align: center;">(b) All relevant training completed;</p> <p style="text-align: center;">(c) The scope of the certification authorizations issued, where relevant.</p> <p style="text-align: center;">(d) Particulars of staff with limited or one-off certification authorizations.</p>	4807010000
Regulation	4807(11)		Provision to Staff of a Copy of Their Authorizations (MRP 145.A.35(k))	Personnel shall be given a copy of their authorizations, where applicable.	4807011000

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Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
Regulation	4807(12)		Requirement to Produce Certification Authorization (MRP 145.A.35(l))	Certifying staff, or where applicable, the organization, shall produce their certification authorisation to the MAA within 24 hours of request.	4807012000
Regulation	4807(13)		Minimum Age of Certifying Staff (MRP 145.A.35(m))	Staff under 21 years of age shall not be employed as certifying staff or support staff with supervisory responsibilities.	4807013000
RA	4808	Issue 4	Equipment Tools and Material (MRP 145.A.40)	The control and management of equipment, tools and material is an essential continuing airworthiness activity, especially when considering the potential flight safety hazard of a misplaced tool. This regulation details the requirement for organizations to use correct and serviceable tools and equipment, in a controlled manner.	4808000000
Regulation	4808(1)		Equipment Tools and Materials (MRP 145.A.40(a))	<p>The organization shall have available and use the necessary equipment, tools and material to perform its intended (or, for Approved Maintenance Organizations (AMOs), approved) scope of work.</p> <p>(a) Where the Air System Document Set (ADS) specifies a particular tool or equipment, the organization shall use that tool or equipment, unless the use of alternative tooling or equipment is agreed by the Type Airworthiness Authority (TAA), via approved procedures. For AMOs, such procedure shall be detailed in the exposition.</p> <p>(b) Equipment and tools must be permanently available, except in the case of any tool or equipment that is so infrequently used that its permanent availability is not necessary. Such cases shall be detailed in an exposition procedure.</p> <p>(c) An organization carrying out aircraft maintenance shall have sufficient aircraft access equipment and inspection platforms/docking available such that the aircraft can be properly inspected when required.</p>	4808001000
Regulation	4808(2)		Control of Equipment Tools and Materials (MRP 145.A.40(b))	The organization shall ensure that all tools, equipment and particularly test equipment, as appropriate, are controlled and calibrated according to an officially recognized standard at a frequency to ensure serviceability and accuracy. Records of such calibrations and traceability to the standard used shall be kept by the organization.	4808002000
RA	4809	Issue 4	Acceptance of Components (MRP 145.A.42)	<p>It is essential that only serviceable and approved components are used in the maintenance of aircraft. Therefore, a suitable method of classifying and labelling components is required.</p> <p>This regulation also details the requirements for an organization to follow when arranging for a component to be locally manufactured/fabricated.</p>	4809000000

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Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
Regulation	4809(1)		Component Classification (MRP 145.A.42(a))	<p>Components shall be classified and appropriately segregated into the following categories:</p> <p>(a) Components which are in a serviceable condition, released on an MOD Form 731 (see MAP-02), or equivalent.</p> <p>(b) Unserviceable components to be maintained in accordance with RA4800-4849 (MRP Part 145).</p> <p>(c) Unsalvageable/Scrap components which are classified in accordance with RA4809(4) (MRP 145.A.42(d)).</p> <p>(d) Standard parts used on an aircraft, engine, propeller or other aircraft component when specified in the manufacturer's illustrated parts catalogue and/or the technical information.</p> <p>Note:</p> <p>These parts shall only be considered serviceable if accompanied by a manufacturer's Certificate of Conformity (or equivalent).</p> <p>(e) Material both raw and consumable used in the course of maintenance when the organization is satisfied that the material meets the required specification and has appropriate traceability.</p> <p>Note:</p> <p>All material shall only be considered serviceable if accompanied by documentation clearly relating to the particular material and containing a 'conformity to specification' statement plus both the manufacturing and supplier source.</p>	4809001000
Regulation	4809(2)		Suitability of Components (MRP 145.A.42(b))	Prior to the installation of a component, the organization shall satisfy itself that the particular component is suitable. To be considered suitable the component shall be in an acceptable state, be appropriately conditioned/released and be of the correct standard when different modification and/or Airworthiness Directives (AD)/Special Instruction (Technical) (SI(T)) standards may be applicable.	4809002000
Regulation	4809(3)		Local Manufacture/Fabrication of Components (MRP 145.A.42(c))	The local manufacture/fabrication of Aircraft Parts and Airborne Equipment by a maintenance organization shall require specific authorization. Such Parts / Equipment shall only be manufactured / fabricated in accordance with approved data	4809003000

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Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
Regulation	4809(4)		Certification of Components as Unsalvageable/Scrap ((MRP 145.A.42(d))	<p>Components which have reached their certified life limit or contain a non-repairable fault shall be classified as unsalvageable/scrap and shall not be permitted to re-enter the component supply system unless the TAA or an MAA –approved Design Organization [8] has either:</p> <p style="text-align: center;">a. Extended certified life limits; or</p> <p style="text-align: center;">b. Approved a recovery solution.</p> <p>[8] Only if privileged by a TAA in accordance with RA 5850(10) – Privileges, once issued.</p>	4809004000
RA	4810	Issue 4	Technical Information (MRP 145.A.45)	The use of approved and accurate Technical Information within the Air System Document Set is essential for continuing the airworthiness of an aircraft or aircraft equipment. This RA details the requirements on organizations in their use of Technical Information in this respect.	4810000000
Regulation	4810(1)		Approved and Current Technical Information (MRP 145.A.45(a))	The organization shall hold and use applicable, approved and current Technical Information in the performance of maintenance, including modifications and repairs. In the case of Technical Information provided by the Continuing Airworthiness Management Organization (CAMO), the organization shall hold such data when the work is in progress, noting the additional requirements of RA4813(3) (MRP 145.A.55(c)).	4810001000
Regulation	4810(2)		Applicable Technical Information (MRP 145.A.45(b))	<p>To complement its MAA02 definition for the purposes of RA4800-4849 (MRP Part 145), applicable Technical Information shall include, but not be limited to, any of the following:</p> <p style="text-align: center;">a. Any applicable requirement, procedure, operational directive or information issued by the authority responsible for the oversight of the aircraft or component.</p> <p style="text-align: center;">b. Any applicable Special Instructions (Technical) (SI(T)) or Airworthiness Directives (AD) issued by the authority responsible for the oversight of the aircraft or component.</p> <p style="text-align: center;">c. Instructions for continuing airworthiness issued by the Type Airworthiness Authority (TAA), MAA-approved design organization, or the CAMO.</p> <p style="text-align: center;">d. Any applicable standard, such as, but not limited to, maintenance standard practices recognized by the MAA as a good standard for maintenance.</p> <p style="text-align: center;">e. Any applicable information issued in accordance with RA4810(4) (MRP 145.A.45(d)).</p>	4810002000
Regulation	4810(3)		Requirement to Inform Technical Information Author of Errors (MRP 145.A.(c))	The organization shall use a recognized procedure to ensure that, if found, any inaccurate, incomplete or ambiguous procedure, practice, information or maintenance instruction contained in Technical Information used by maintenance personnel is recorded and notified to the Technical Information sponsor.	4810003000

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Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
Regulation	4810(4)		Modification of Technical Information (MRP 145.A.45(d))	The organization shall only modify maintenance instructions in accordance with an approved procedure. With respect to those changes, the organization shall demonstrate that they result in equivalent or improved maintenance standards and shall inform the TAA and CAMO or other approved organization of such changes.	4810004000
Regulation	4810(5)		Common Work Card or Work Sheet (MRP 145.A.45(e))	<p>The organization shall provide a common work card or worksheet system to be used throughout relevant parts of the organization, to be used as follows:</p> <p>a. The organization shall either transcribe accurately the Technical Information defined in RA4810(2) and RA4810(4) (MRP 145.A.45(b) and (d)) onto such work cards or worksheets, or make precise reference to the particular maintenance task or tasks contained in such Technical Information.</p> <p>b. Work cards and worksheets that are computer generated and held on an electronic database shall be subject to both adequate safeguards against unauthorized alteration and a back-up electronic database, which shall be updated within 24 hours of any entry made to the main electronic database.</p> <p>c. Complex maintenance tasks shall be transcribed onto the work cards or worksheets and subdivided into clear stages to ensure a record of the accomplishment of the complete maintenance task.</p> <p>d. The organization shall establish processes to ensure that all work cards and/or worksheets are completed in a correct and consistent manner.</p>	4810005000
Regulation	4810(6)		Availability of Technical Information (MRP 145.A.45(f))	The organization shall ensure that all applicable Technical Information is readily available for use when required by maintenance personnel.	4810006000
Regulation	4810(7)		Maintaining the Amendment State of Technical Information (MRP 145.A.45(g))	The organization shall establish a procedure to ensure that Technical Information it controls is kept up to date. In the case of an AMO using MOD-sponsored Technical Information, the AMO shall be able to show that either it has written confirmation from the MOD that all such Technical Information is up to date, or it has work orders specifying the amendment status of the Technical Information to be used, or it can show that it is on the MOD-sponsored Technical Information amendment list.	4810007000
RA	4812	Issue 4	Certification of Aircraft and Component Release (MRP 145.A.50)	In the interest of flight safety and airworthiness integrity, there is a chain of individual responsibility for maintenance work carried out within the Military Air Environment (MAE) and a supporting system of recording and certification, which ensures full accountability for all such work.	4812000000
Regulation	4812(1)		Certification of Aircraft Release (MRP 145.A.50(a))	The Certification of Aircraft Release shall be endorsed by appropriately authorized certifying staff on behalf of the organization when it has been verified that all maintenance has been properly carried out by the organization in accordance with approved procedures, taking into account the availability and use of the Technical Information specified in RA4810 (MRP 145.A.45), and that there are no non-compliances which are known to endanger Air Safety.	4812001000

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Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
RA	4813	Issue 4	Maintenance Records (MRP 145.A.55)	To maintain an audit trail of maintenance activities carried out, it is necessary to have a formal method of recording all such activities. A suitable retention policy is also required, with a retention period based on the relevance of the information to the continuing airworthiness of the aircraft to which it relates. This also provides an aid to engineering investigations.	4813000000
Regulation	4813(1)		Recording and Retention of Maintenance Work (MRP 145.A.55(a))	The organization shall record all details of maintenance work carried out. As a minimum, the organization shall retain records necessary to prove that all requirements have been met for endorsing the Certification of Aircraft/Component Release, including subcontractor's certificates/release documents, where applicable.	4813001000
Regulation	4813(2)		Copies of Maintenance Records (MRP 145.A.55(b))	The AMO shall provide a copy of each document relating to the Certification of Aircraft/Component Release to the relevant Continuing Airworthiness Management Organization (CAMO), together with a copy of any specific approved repair/modification instructions used for repairs/modifications carried out.	4813002000
Regulation	4813(3)		Management of Retained Maintenance Records (MRP 145.A.55(c))	<p>The organization shall manage retained copies of all detailed maintenance records and any associated Technical Information, as instructed by the MAA , such that:</p> <p>a. Records under RA 4813(3) (MRP 145.A.55(c)) shall be stored in a safe way with regard to fire, flood and theft.</p> <p>b. Computer backup discs, tapes, etc. shall be stored in a different location from that containing the working discs, tapes, etc., in an environment that ensures they remain in good condition.</p> <p>c. Where an AMO terminates its operation, all retained maintenance records shall be transferred to the relevant CAMO</p>	4813003000
RA	4814	Issue 3	Occurrence Reporting (MRP 145.A.60)	There are occasions when there is a requirement to report 'occurrences', including 'near misses', and 'findings' in the condition of equipment, delivery of services, audit observations or potential improvements within the Military Air Environment (MAE). This RA details the requirements placed on organizations in this respect.	4814000000
Regulation	4814(1)		Unsafe Condition Reporting (MRP 145.A.60(a))	The organization shall report to the relevant departments of the MOD any condition of the aircraft or component identified by the organization that has resulted or may result in an unsafe condition that is a hazard to Air Safety.	4814001000
Regulation	4814(2)		Internal Occurrence Reporting (MRP 145.A.60(b))	The organization shall establish an internal occurrence reporting system to enable the collection and evaluation of such reports, including the assessment and extraction of those occurrences to be reported under RA 4814(1) (MRP Part 145.A.60(a)).	4814002000
Regulation	4814(3)		MoD Sponsored Reporting Action (MRP 145.A.60(c))	The organization shall make such reports in a form and manner established by the MAA and ensure that they contain all pertinent information about the condition and evaluation results known to the organization.	4814003000

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Type	ID	Issue	Title	Body	Sort Column
Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
Regulation	4815(1)		Organization Safety and Quality Policy (MRP 145.A.65(a))	Military Maintenance Organizations (MMOs) shall operate within the Air Safety Management System (ASMS) developed by the relevant Duty Holder and the applicable single-Service Quality Policy. Approved Maintenance Organizations (AMOs) shall establish a safety and quality policy for the organization, to be included in the exposition under RA4816 (MRP 145.A.70).	4815001000
Regulation	4815(2)		Procedures for Good Maintenance Practices (MRP 145.A.65(b))	<p>The organization shall follow approved procedures, taking into account Human Factors, to ensure good maintenance practices and compliance with RA4800-4849 (MRP Part 145). Procedures shall include a clear process, work order or contract such that aircraft and components may be released for use in accordance with RA4812 (MRP 145.A.50). AMOs shall detail such procedures in their Exposition.</p> <p>(a) The maintenance procedures established or to be established by the organization under RA4815(2) (MRP 145.A.65(b)) shall cover all aspects of carrying out the maintenance activity, including the provision and control of specialized services and lay down the standards to which the organization intends to work.</p> <p>(b) With regard to aircraft maintenance, the organization shall establish procedures to minimize the risk of multiple errors and capture errors on critical systems. In particular, the organization shall have procedures to ensure that no one person is required to self-supervise a maintenance task that involves some element of disassembly/reassembly and then repeat that same maintenance task on identical or similar systems on the same aircraft. However, when only one person is available to carry out these tasks, then the organization's work card or worksheet shall include an additional stage for re-inspection of the work by this person after completion of all the same tasks.</p> <p>(c) Maintenance Procedures shall be established to ensure that damage is assessed and modifications and repairs are carried out using approved Technical Information.</p>	4815002000
Regulation	4815(3)		Quality System (MRP 145.A.65(c))	<p>The organization shall establish a quality system that includes the following:</p> <p>a. Independent audits in order to monitor compliance with required aircraft/aircraft component standards and adequacy of the procedures to ensure that such procedures invoke good maintenance practices and airworthy aircraft/aircraft components; and</p> <p>b. A quality feedback reporting system to the person or group of persons specified in RA 4806(2) (MRP. 145.A.30 (b)) and ultimately to the Accountable Manager (Maintenance) that ensures proper and timely corrective action is taken in response to reports resulting from the independent audits established to meet RA 4815(3)(a) (MRP 145.A.65(c)(a)).</p>	4815003000

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Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
Regulation	4816(1)		Content of an MOE (MRP 145.A.70(a))	<p>The contractor-run organization shall provide the MAA with an MOE, containing the following information:</p> <ul style="list-style-type: none"> <li>a) A statement signed by the Accountable Manager (Maintenance) confirming that the MOE and any referenced associated manuals define the organization's compliance with RA4800-4849 (MRP Part 145) and will be complied with at all times. When the Accountable Manager (Maintenance) is not the Chief Executive Officer of the organization then such Chief Executive Officer shall countersign the statement.</li> <li>b) The organization's Safety and Quality Policy as specified by RA 4815 (MRP 145.A.65).</li> <li>c) The title(s) and name(s) of the persons nominated under RA 4806(2) (MRP 145.A.30(b)).</li> <li>d) The duties and responsibilities of the persons nominated under RA 4806(2) (MRP. 145.A.30(b)), including matters on which they may deal directly with the MAA on behalf of the organization.</li> <li>e) An organization chart showing associated chains of responsibility between the persons nominated under RA 4806(2) (MRP. 145.A.30(b)).</li> <li>f) A list of certifying staff and support staff.</li> <li>g) A general description of manpower resources.</li> <li>h) A general description of the facilities located at each address specified in the organization's approval certificate.</li> <li>i) A specification of the organization's scope of work relevant to the extent of approval.</li> <li>j) The notification procedure of RA 4819 (MRP 145.A.85) for organization changes.</li> </ul>	4816001000
Regulation	4816(2)		Amendment of an MOE (MRP 145.A.70(b))	The exposition shall be amended as necessary to remain an up-to-date description of the organization. The exposition and any subsequent amendment shall be approved by the MAA, with one exception stated at RA 4816(3) (MRP 145.A.70(c))	4816002000
Regulation	4816(3)		Minor Amendment of an MOE (MRP 145.A.70(c))	In derogation to RA 4816(2) (MRP 145.A.70(b)) minor amendments to the MOE may be approved without specific MAA approval; the process for incorporating such amendments shall be detailed in the MOE.	4816003000
Regulation	4816(4)		Exemption to Content of MOE Due to EASA Part 145 Approval (MRP 145.A.70(d))	A maintenance organization with extant European Aviation Safety Agency EASA Part 145 approval, which wishes to be granted an exemption to specific MOE content, shall cross-reference the appropriate sections of their EASA exposition document in their MOE.	4816004000

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Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
Regulation	4817(1)		Privileges of the Organization (MRP 145.A.75 (a) )	<p>An MMO shall be entitled to maintain any aircraft and/or component for which it has been established to do so by the relevant Front Line Command. An AMO shall be entitled to carry out the following tasks in accordance with the exposition:</p> <p>(a) Maintain any aircraft and/or component for which it is approved at the locations identified in the approval certificate and in the exposition.</p> <p>(b) Arrange for maintenance of any aircraft or component, for which it is approved, at another organization that is working under the quality system of the AMO. This work scope for the non-approved organization shall not include a base maintenance check (or equivalent maintenance package) of an aircraft or a complete workshop maintenance check or overhaul of an engine or engine module.</p> <p>(c) Maintain any aircraft or any component for which it is approved at any location subject to the need for such maintenance arising either from the un-serviceability of the aircraft or from the necessity of supporting occasional line maintenance, subject to the conditions specified in the exposition.</p> <p>(d) Maintain any aircraft and/or component for which it is approved at a location identified as a line maintenance location capable of supporting applicable maintenance and only if the organization exposition both permits such activity and lists such locations.</p> <p>(e) Issue certificates of maintenance/release in respect of completion of maintenance in accordance with RA 4812 (MRP. 145.A.50).</p>	4817001000
Regulation	4818(1)		Limitations on the Organization (MRP 145.A.80(a))	An AMO shall only maintain an aircraft or component for which it is approved when all the necessary facilities, equipment, tooling, material, technical Information/maintenance data and certifying staff are available.	4818001000

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Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
Regulation	4819(1)		Changes to the Organization (MRP 145.A.85(a))	<p>The AMO shall notify the MAA of any proposal to carry out any of the following changes in order for the MAA to determine continued compliance with RA 4800-4849 (MRP Part 145) and to amend, if necessary, the approval certificate:</p> <ul style="list-style-type: none"> <li>a) The ownership of the organization or its parent company.</li> <li>b) The name of the organization.</li> <li>c) The relationship with the design organization.</li> <li>d) The main location of the organization.</li> <li>e) Additional locations of the organization.</li> <li>f) The Accountable Manager (Maintenance).</li> <li>g) Any of the persons nominated under RA 4806(2) (MRP. 145.A.30(b)).</li> <li>h) The facilities, equipment, tools, material, procedures, work scope or certifying staff that could affect the approval.</li> </ul>	4819001000
Regulation	4820(1)		Continued Validity of Approval (MRP 145.A.90(a))	<p>An approval shall be issued for an unlimited duration. It shall remain valid subject to:</p> <ul style="list-style-type: none"> <li>a. The organization remaining in compliance with RA4800-4849 (MRP Part 145), in accordance with the provisions related to the handling of findings; and</li> <li>b. The MAA being granted access to the organization to determine continued compliance with RA4800-4849 (MRP Part 145); and</li> <li>c. The approval certificate not being surrendered, suspended or revoked.</li> </ul>	4820001000
Regulation	4820(2)		Approval, Surrender, Suspension or Revocation (MRP 145.A.90(b))	Upon surrender, suspension or revocation, the approval certificate shall be returned to the MAA.	4820002000
Regulation	4821(3)		Corrective Action Plan (MRP 145.A.95(c))	After receipt of notification of findings from the MAA, the holder of the AMO organization approval shall define a corrective action plan and demonstrate corrective action to the satisfaction of the MAA within a period agreed.	4821003000
RA	5001	Issue 2	Certification and Release of Materiel	Release to Service (RTS) of airborne materiel by the MOD requires the Design Organization/Contractor to certify the design of materiel.	5001000000

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Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
Regulation	5001(1)		Certification of Design	The Contractor/Design Organization shall certify the extent to which the design satisfies the requirements of the specification/Cardinal Point Specification (CPS) issued by or on behalf of the MOD.	5001001000
Regulation	5001(2)		Flight Trials	The MOD shall determine whether any operating limitations, in addition to those defined by the Contractor in the Military Flight Test Permit (MFTP), are to be included in the Aircraft Release by conducting official flight trials of aircraft.	5001002000
RA	5101	Issue 7	Design Approved Organization Scheme (DAOS) Approval Procedures and Responsibilities	One of the Four Pillars of Airworthiness is the use of competent organizations. The DAOS is a mechanism by which competence of design organizations can be assured.	5101000000
Regulation	5101(1)		Scheme Inclusion and Approval Award	An organization shall be included in the DAOS and awarded approval for a defined range of products only when it is in the interests of MOD and when the organization has been accepted by the Military Aviation Authority (MAA).	5101001000
Regulation	5101(2)		Design Organization Appointment	The appointment of a Design Organization or Coordinating Design Organization shall be in accordance with RA1005.	5101002000
Regulation	5101(3)		Validity of Approval	An approval shall be issued for an unlimited duration. It shall remain valid subject to: <ul style="list-style-type: none"> <li>a. The organization remaining in compliance with applicable RAs; and</li> <li>b. The MAA or its nominated representative being granted access to the organization to determine continued compliance with applicable RAs; and</li> <li>c. The approval certificate not being surrendered, suspended or revoked.</li> </ul>	5101003000
RA	5102	Issue 2	Design and Development Responsibilities	When a contractor is appointed as a Co-ordinating / Design Organization it is essential that his responsibilities for design and development of contracted aircraft, weapons, electronics and associated materiel are such that the design of the resultant materiel is clearly certified against the contract specification.	5102000000
Regulation	5102(1)		Responsibilities of a Contractor	A contractor when appointed as a Co-ordinating Design Organization for a system or equipment, shall fulfil the stated requirements of a Design Organization or Co-ordinating Design Organization.	5102001000
Regulation	5102(2)		Contractor Responsibilities for Sub-Contractors	The contractor shall be responsible to the MOD for his sub-contractor's work.	5102002000
Regulation	5102(3)		Sub-Contractors	Before a contractor places a sub-contract for any significant design or development work he shall notify the PTL of the name of the sub-contractor, the nature of the work and the technical requirements.	5102003000
Regulation	5102(4)		Designs using Government Furnished Assets	The Contractor shall only alter the design of Government Furnished Assets (GFA) with the authority of the MOD.	5102004000

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Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
Regulation	5102(5)		Relationship between Contractor and MOD	As necessary, during the design, development, construction and testing of materiel the contractor shall make available to MOD drawings, design data, calculations and reports of important tests, such as wind tunnel, structural, safety, functioning or flight tests, so that questions which may affect the safety or performance of the completed project may be discussed at an early stage.	5102005000
RA	5103	Issue 3	Certificate of Design	Each Air System (including related products, parts, appliances [1], and Air Launched Weapons (ALW)) is to be designed to meet the specification requirements. Any deviation from meeting the specification requirements could have significant Air Safety implications. The Certificate of Design (CofD) identifies the extent to which the requirements of the specification have been achieved.  [1] The 'products, parts and appliances' terminology supersedes that of 'components, equipment or systems'.	5103000000
Regulation	5103(1)		Approval of Certificate of Design	The CofD shall be signed by approved members of the Design Organization (DO) and the Type Airworthiness Authority (TAA) or Commodity Project Team Leader (PTL) or his authorized representative.	5103001000
Regulation	5103(2)		Format of Certificate of Design	CofDs shall be provided on the appropriate form.	5103002000
Regulation	5103(3)		Retention of Certificate of Design	The DO shall retain the original signed CofD with the master records.	5103003000
Regulation	5103(4)		Certification of Sub-contracted Items	The DO shall submit a CofD to the TAA or Commodity PTL for subcontracted items when they are accepted by the DO.	5103004000
RA	5203	Issue 2	Materiel Specifications	The requirement specifications define the functional, performance and physical characteristics required of the materiel. It is recognised, however, that over time the requirement specifications may require amendment. Any change in the requirement specifications for the design and development of materiel must be controlled to ensure that the design is coherent with the requirement specifications.	5203000000
Regulation	5203(1)		Materiel Specifications	Materiel specifications form a part of the design records and shall be subject to the configuration control requirements.	5203001000
Regulation	5203(2)		Requirement for Requalification	The Design Organization (DO) shall consider the need to repeat qualification tests (re-qualification), in whole or in part, when a change in process, manufacture, material or material source, including explosive materiel, would invalidate the current issue of a Certificate of Design [3] (CofD).  [3] RA 5103 – Certificate of Design.	5203002000
Regulation	5203(3)		Explosives, Electro-Explosive Devices and Lasers	Specifications relating to explosives, Electro-Explosive Devices (EEDs), lasers and associated components, circuitry and wiring shall be approved by the Contractor's Safety Officer [4] prior to issue.  [4] The Safety Officer is to be a qualified person identified as responsible for the safety of Ordnance, Munitions and Explosives.	5203003000

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Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
RA	5206	Issue 2	Sampling Procedure for In-Service Materiel	It is sometimes necessary to alter the maintenance frequency or reconditioning life of in-service materiel. This could be as a result of an accident investigation, product improvement or in-service experience. The responsible Project Team (PT) may require that the materiel be subjected to a sampling programme to review the maintenance frequency or the reconditioning life.	5206000000
Regulation	5206(1)		Sampling Procedure	The Type Airworthiness Authority (TAA) or Commodity Project Team Leader (PTL) shall arrange the necessary contract cover to devise a test procedure for the proposed sampling programme.	5206001000
RA	5220	Issue 2	Special Flying Instructions and Restrictions on Flying	Occasions may arise where it is not appropriate for an aircraft to operate to the full extent of its envelope. This could arise from an accident investigation or in-service experience. Consequently, a restriction may be imposed on the flying limitations or operational roles of military registered aircraft.	5220000000
Regulation	5220(1)		Issue of SFI	Restrictions on the flying limitations shall be prepared by the Design Organization (DO) and subsequently approved by the Type Airworthiness Authority (TAA).	5220001000
Regulation	5220(2)		Responsibilities of Contractors	The Contractor shall notify the TAA of evidence, from any source, which could indicate a need for a restriction on flying or the issue of a restrictive SFI for any aircraft in the Defence Air Environment.	5220002000
RA	5221	Issue 2	Traceability of Aircraft Identifiable Parts	When a part fails in service or a fault occurs in design, manufacture, or servicing, which affects airworthiness or Operating effectiveness, it is essential to make a judgement as to what action should be taken on other similar materiel which may be suspect. There are important safety, Operating and economic benefits if the possibility of occurrence can be confined to identifiable material batches, components, equipment, or aircraft. To achieve this, traceability is required for selected parts.	5221000000
Regulation	5221(1)		Identifiable Parts	The contractor shall prepare, for inclusion in the Design Records (5302 refers), a List of Identifiable Parts. The list shall be agreed with the PTL and shall be kept under review in the light of service experience and changes in design.	5221001000
RA	5301	Issue 2	Control of Designs	During the development and life of an Air System (and related products, parts, appliances, and Air Launched Weapons (ALW)) there are likely to be a number of changes in its design. Incoherence between the design and the design records could lead to unforeseen consequences. The design must be subject to configuration control and maintenance of design records including retention in order to ensure a smooth transition to the certification of design.	5301000000
Regulation	5301(1)		Configuration Management of Design	The Design Organization (DO) shall control the design of an Air System (and related products, parts, appliances, and ALW) [1] in accordance with an agreed Configuration Management Plan (CMP).  [1] A product is defined in RA 5800 as the type certified elements of the Air System.	5301001000
Regulation	5301(2)		Management of Design Records	The DO shall ensure that adequate records of design and development are maintained throughout the life of the project.	5301002000

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Type	ID	Issue	Title	Body	Sort Column
Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
RA	5303	Issue 2	Local Technical Committee	A technical forum is necessary to make decisions on technical and associated matters, including modifications, regarding the Type Design. This technical forum must be given appropriate authority and have the ability to refer decisions to a higher authority. This forum is recognized as the Local Technical Committee (LTC).	5303000000
Regulation	5303(1)		LTC Authority	A Local Technical Committee (LTC) shall be established on the written authority of the Type Airworthiness Authority (TAA) or Commodity Project Team Leader (PTL).	5303001000
Regulation	5304(1)		Configuration Control Board	A CCB shall be established by the Type Airworthiness Authority (TAA) or the Commodity Project Team Leader (PTL) to manage and control changes throughout the life of the project.	5304001000
RA	5305	Issue 3	Modification Classifications	Modifications embody change to the build standard of Type Design. The embodiment of any change is subject to prioritization and the modification classification system is used to indicate the urgency and application of each modification. The approval process of modifications (otherwise known as changes in Type Design) is dealt with in RA 5820 [1].  [1] RA 5820 - Changes in Type Design (MRP 21 Subpart D).	5305000000
Regulation	5305(1)		Modification Classifications	All modifications shall be classified in accordance with the agreed coding systems in order to indicate the urgency of embodiment and who is authorized to embody it.	5305001000
Regulation	5305(2)		Riders and Qualifications to Modification Classifications	Any riders or qualifications to Contractor/Design and Service Modification classifications shall be included in all references to the modification.	5305002000
RA	5306	Issue 2	Draft Modification Leaflets	The general and technical instructions and information on the embodiment of Design Modifications has to be communicated to Service personnel. It is important to the accurate embodiment of the change that the detail provided is in a common format. Draft Modification Leaflets (DML) are published as modification leaflets or modification instructions to provide this level of detail.	5306000000
Regulation	5306(1)		Preparation of Draft Modification Leaflets	The Design Organization (DO) shall prepare and submit DML to the Type Airworthiness Authority (TAA) or Commodity Project Team Leader (PTL). In doing so, the DO shall be fully responsible for the technical accuracy of the DML.	5306001000
RA	5307	Issue 2	Identification and Recording of Design and Modification States of Materiel	Correct identification of the design and modification of materiel, including Air Systems (and related products, parts, appliances, and Air Launched Weapons (ALW)), is crucial for configuration control. Any lack of control in identification could have significant consequences. All materiel requires the design and modification state to be identified and recorded.	5307000000
Regulation	5307(1)		Identification of Materiel	A major change of design which affects the operational or functional value of materiel, or its interchangeability, shall be identified by the introduction of a new mark or model and NATO Stock Number [1].  [1] The NATO Stock Number (NSN) is a 13-digit alphanumeric code identifying all standardized material items of supply.	5307001000
Regulation	5307(2)		Methods of Indicating a Design Change	The TAA or Commodity PTL and the Design Organization (DO) shall agree the method to be used to indicate that an item is the subject of a design change.	5307002000

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Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
Regulation	5307(3)		Modification Plates	All main assemblies, line replaceable units (LRUs) or line replaceable items (LRIs) etc, shall be fitted with a modification plate.	5307003000
Regulation	5307(4)		Y-lists of Modifications	Before any new materiel is delivered to the Service(s), a survey of modifications shall be carried out by the LTC to determine whether the initial standard (Y-List) has been achieved.	5307004000
RA	5311	Issue 2	Configuration Management – Project Team	The through-life management of defence materiel, including software and support documentation, is the cornerstone of Air System (and related products, parts, appliances and Air Launched Weapons (ALW)) safety. Configuration Management (CM) provides a key discipline in the through-life management of defence materiel, including software and support documentation. It is essential that the principles of CM are applied to defence materiel by all Services, authorities, organizations and agencies responsible for its custody or management.	5311000000
RA	5312	Issue 2	In-Service Design Changes	Following the introduction of an Air System into Service use it may be necessary to incorporate design changes to overcome deficiencies or to satisfy in-service requirements. Any changes introduced may have an impact on the maintenance or operation of the Air System (and related products, parts, appliances and Air Launched Weapons (ALW)). Proposals for in-service design and procedural changes that affect the Air System (and related products, parts, appliances and ALW) must be appropriately assessed.	5312000000
Regulation	5312(1)		In-Service Design Changes	Prior to embodiment, all proposed in-service design changes shall be assessed for safety and the Air System Document Set (ADS) updated accordingly by the Type Airworthiness Authority (TAA). When emergency clearances are to be given, they shall be assessed for safety so far as is practicable and shall be reviewed when the emergency has passed.	5312001000
RA	5313	Issue 2	Design Modifications	During the life of a project, there are likely to be changes required to the build standard of an Air System (and related products, parts, appliances or Air Launched Weapons (ALW)). The design and embodiment of modifications is to be actively managed. The primary route to embody this change is through Design Modification (DM) action, which is to be initiated by the Project Team (PT).	5313000000
Regulation	5313(1)		Design Modifications	The Type Airworthiness Authority (TAA) or Commodity Project Team Leader (PTL) shall manage the DM procedure.	5313001000
RA	5320	Issue 3	Aircraft Maintenance Programme – Design Guidelines	Preventative maintenance will improve aircraft safety as well as having the potential to reduce aircraft maintenance costs. Failure to implement a preventative maintenance regime could lead to unforeseen consequences. Levels of airworthiness can be maintained by the implementation of recognised protocols, such as Reliability Centred Maintenance (RCM), in an aircraft maintenance programme.	5320000000
Regulation	5320(1)		Aircraft Maintenance Programme – Design Guidelines	Each aircraft Type Airworthiness Authority (TAA) shall ensure the protocols of an aircraft maintenance programme are implemented throughout the life of the project.	5320001000
RA	5401	Issue 3	Provision of Technical Information	Technical Information (TI) supports the maintenance and operation of an Air System and associated equipment. Over the life of a project the design is likely to change and with it, the TI. It is important to ensure that related TI is coherent with the design to assure its accuracy and the timeliness of any subsequent amendments.	5401000000

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Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
Regulation	5401(1)		Provision of Technical Information	The Type Airworthiness Authority (TAA) or Commodity Project Team Leader (PTL) shall ensure that quality assured TI is supplied.	5401001000
Regulation	5401(2)		Validation of Technical Information	The TAA or Commodity PTL shall ensure, through DO validation, that all the information contained within a TI suite is accurate, safe in application and suitable for its intended purpose as contracted.	5401002000
Regulation	5401(3)		Verification of Technical Information	The TAA or Commodity PTL shall ensure that the relevant quality checks are carried out to verify the TI to be supplied under the contract.	5401003000
Regulation	5401(4)		Amendments to Technical Information	The TAA or Commodity PTL shall ensure the timely management of amendments to TI.	5401004000
RA	5404	Issue 2	Fault Reporting and Investigation for Contractors	<p>The accurate and timely reporting of faults in an Air System and related products, parts and appliances is essential to ensuring airworthiness. Failure to act on any fault raised could have a significant impact on Air Safety. Some faults that are considered of particular significance are given an additional reporting route, which ensures that specific attention is paid to the nature of the fault and possibly to any similarly affected components. The reporting of faults by MOD personnel is addressed in RA 4814 [1].</p> <p>[1] RA 4814 – Occurrence Reporting (MRP 145.A.60).</p>	5404000000
Regulation	5404(1)		Fault Reporting by Contractors	Faults shall be reported by Contractors holding Government owned materiel, as they arise, using the appropriate report and/or forms, as directed by the Type Airworthiness Authority (TAA).	5404001000
Regulation	5404(2)		Quarantine and Disposal	Materiel reported as faulty shall be quarantined and protected to prevent deterioration or disturbance which may hamper investigation and shall be disposed of in a controlled manner.	5404002000
Regulation	5404(3)		Fault Investigation	The Contractor shall co-operate with the TAA or Commodity PTL, and any nominated investigating authority, in the conduct of an investigation resulting from a fault report.	5404003000
RA	5405	Issue 3	Special Instructions (Technical)	When a fault or potential fault impairs the safety, serviceability or operational capability of an Air System (and related products, parts and appliances or Air Launched weapons), temporary instructions are issued to authorize urgent remedial action. These instructions, known as Special Instructions (Technical) (SI(T)), are issued by the Project Team (PT). The SI(T) is the authority to undertake a work package to identify, monitor, repair or prevent the occurrence or re-occurrence of a potential fault.	5405000000
Regulation	5405(1)		Special Instructions (Technical)	Where a Type Airworthiness Authority (TAA) or the Commodity Project Team Leader (PTL) requires a work package to identify, repair or prevent the occurrence or reoccurrence of a fault, a SI(T) shall be raised.	5405001000
RA	5406	Issue 2	Aircrew Publications – Contractor Responsibilities	The Aircrew Publications are the official user publications that provide aircrew with information on the technical details, operating instructions, performance and handling characteristics of aircraft. In addition, they also include the recommended operational and emergency procedures. A set of Aircrew Publications is issued for each type of aircraft and their variants and is promulgated by the Publication Organization (PO) on behalf of the Type Airworthiness Authority (TAA).	5406000000

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Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
Regulation	5406(1)		Aircrew Publications – Contractor Responsibilities	<p>The Contractor shall:</p> <p>a. Liaise with the TAA to ensure that Aircrew Publications reflect the Type Design of the aircraft, including all Design Organization (DO) modifications.</p> <p>b. Make available to the TAA and the designated publications organization all the relevant information to ensure that the Aircrew Publications continue to reflect the current standard of the aircraft.</p>	5406001000
RA	5502	Issue 3	Air System Maintenance Documentation, Forms and Certificates	It is essential for supporting both Type and Continuing Airworthiness that a complete technical history of the use of an individual Air System including significant events in the life of airframe, engines and/or modules and related products, parts and appliances is maintained. The lack of correct management of this technical history could have significant consequences. It is appropriate that a system is used to record maintenance documentation in order to maintain the configuration management and technical history.	5502000000
Regulation	5502(1)		Use of Air System Maintenance Documentation, Forms and Certificates	The Type Airworthiness Authority (TAA) shall ensure a system is used to record and maintain the configuration management and technical history of an individual Air System and related products, parts and appliances.	5502001000
Regulation	5502(2)		Delivery or Transfer of an Air System	On delivery or transfer of any Air System, the Contractor shall despatch the original copies of all relevant maintenance documentation, forms and certificates (including MOD Form 700 series documents or equivalent agreed with the TAA) to the receiving unit.	5502002000
RA	5721	Issue 5	System Integrity Management	The System Integrity (SysI) of an Air System must be managed throughout the Concept, Assessment, Demonstration, Manufacture, In-Service and Disposal (CADMID) cycle. Losing control of SysI may result in a compromised level of airworthiness. In order to maintain airworthiness, a comprehensive SysI management approach must be applied and utilized.	5721000000
Regulation	5721(1)		System Integrity Management	The Type Airworthiness Authority (TAA) shall be responsible for SysI Management, for all Air System types within their area of responsibility, to ensure an acceptable and demonstrable level of Integrity.	5721001000
Regulation	5721(2)		Establishing System Integrity	<p>"The TAA shall establish SysI to demonstrate that the Air System and its associated systems are airworthy to operate through all conditions detailed in the Aviation DH's Statement of Operating Intent (SOI)/Statement of Operating Intent and Usage (SOIU) and the Release To Service (RTS) [6].</p> <p>[6] Refer to RA 5880 – Military Permit to Fly Military Regulatory Publication (MRP 21 Subpart P) for Military Air Systems not covered by a RTS."</p>	5721002000
Regulation	5721(3)		Sustaining System Integrity	The TAA shall ensure that SysI is sustained and in-service data used in order to continuously monitor and counter the threats to SysI.	5721003000
Regulation	5721(4)		Validating System Integrity	The TAA shall ensure that assumptions supporting SysI are periodically validated.	5721004000
Regulation	5721(5)		Recovering System Integrity	The TAA shall ensure that loss, or potential compromise, of SysI is monitored, recorded, evaluated for its wider significance and recovered using established processes.	5721005000

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Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
Regulation	5721(6)		Exploiting System Integrity	The TAA shall ensure that Sys1 is exploited to make best use of the inherent capabilities of the Air System.	5721006000
RA	5800	Initial	General Requirements – Project Teams and Organizations (MRP 21)	The MAA is not adopting the whole of European Military Airworthiness Requirements (EMAR) 21. The RA 5800 series has been developed based on certain subparts of EMAR 21 and these RA are suffixed with ‘MRP 21’. The RA 5800 series defines the general requirements of the Project Team and the Design Organization (DO) in the design and certification of Air Systems (and related products, parts and appliances).	5800000000
Regulation	5800(1)		General Requirements – Project Teams	Type Airworthiness Authorities (TAA) who can demonstrate they have met the requirements of RA 5810 [1] shall be eligible to hold a Military Type Certificate (MTC).  [1] RA 5810 – Military Type Certificate (MRP 21 Subpart B).	5800001000
Regulation	5800(2)		General Requirements – Organizations	DOs who can demonstrate they meet the requirements of RA 5850 [2] shall be eligible to hold a Military Design Organizational Approval.  [2] RA 5850 – Military Design Approved Organization (MRP 21 Subpart J).	5800002000
RA	5805	Initial	Responsibilities of the Holders of a Military Type Certificate and MAA Design Organization Approvals (MRP 21 Subpart A)	The award of a Military Type Certificate (MTC) or Design Organization (DO) approval is subject to certain conditions. The holders of a MTC and DO approvals are required to fulfil certain established obligations under their responsibilities. These responsibilities, which may include privileges, are regulated in accordance within the scope of their authority or approval.	5805000000
Regulation	5805(1)		Responsibilities of the Holder of a Military Type Certificate	The Type Airworthiness Authority (TAA), as the Applicant, shall demonstrate that he can meet the responsibilities as the holder of a MTC.	5805001000
Regulation	5805(2)		Failures, Malfunctions and Defects	The DO shall ensure a system is in place for collecting, investigating and analysing reports of and information related to failures, malfunctions, defects or other occurrences which cause or might cause an unsafe condition in the Air System.	5805002000
Regulation	5805(3)		Airworthiness Directives and Service Bulletins	Following the issue of an AD or a SB for an unsafe condition on a civil derived Air System the TAA shall make an appropriate response.	5805003000
Regulation	5805(4)		Coordination Between Design and Production	The TAA shall ensure collaboration between the DO and the PO as necessary to achieve and maintain the type airworthiness of the Air System, product, part or appliance.	5805004000
RA	5810	Initial	Military Type Certificate (MRP 21 Subpart B)	It is necessary to demonstrate that an Air System’s Type Design meets appropriate safety requirements. A systematic, independent certification process is required for new types of UK military registered Air Systems. The award of a Military Type Certificate (MTC) demonstrates that the military Air System has met the Type Design safety requirements.	5810000000
Regulation	5810(1)		Certification of UK Military Registered Air Systems	New UK military Air Systems that are intended to be operated on the UK Military Aircraft Register in the Service Environment [1] shall be certificated prior to their Release to Service (RTS) [2].  [1] See MAA02 for definition of Service Environment. [2] Refer to RA 1300 – Release to Service.	5810001000

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Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
Regulation	5810(2)		Demonstration of Capability	The TAA shall ensure that prior to any application for a MTC, the organization responsible for the design of the Air System can demonstrate its capability by holding an appropriate Design Organization (DO) approval, or is in the process of applying for such an approval.	5810002000
Regulation	5810(3)		Application	An application for a MTC shall be made by the TAA using MAA Form 30.	5810003000
Regulation	5810(4)		Airworthiness Codes	The TAA shall ensure that the Air System is designed to approved airworthiness codes.	5810004000
Regulation	5810(5)		Special Conditions	Special Conditions shall approved by the MAA as part of the TCB.	5810005000
Regulation	5810(6)		Type Certification Basis	The TAA shall demonstrate that the TCB consists of the applicable airworthiness codes established according to RA 5810(4) and any approved Special Condition(s) under RA 5810(5).	5810006000
Regulation	5810(7)		Certification Programme	The TAA shall propose to the MAA a Certification Programme (CP) that shall include the means to demonstrate compliance.	5810007000
Regulation	5810(8)		Changes Requiring a New Military Type Certificate	The TAA shall apply for a new MTC if it is determined that any proposed change in design, configuration, power, thrust or mass is so extensive that a substantially complete investigation of compliance with the applicable TCB is required.	5810008000
Regulation	5810(9)		Compliance with the Type Certification Basis	The TAA shall provide to the MAA an explanation of the means by which compliance with the applicable TCB is to be demonstrated, according to the CP.	5810009000
Regulation	5810(10)		Issue of Military Type Certificate	The TAA shall be issued with a MTC when the MAA has accepted that the requirements of RA 5810 have been fully satisfied and the TAA has confirmed that his organization is appropriately placed in terms of resourcing, contractual position and access to design information to manage the MTC.	5810010000
Regulation	5810(11)		Issue of Restricted Military Type Certificate	Where the requirements of RA 5810 have not been fully satisfied, but the certification evidence has been assessed to the satisfaction of the MAA, the TAA shall be issued with a RMTC.	5810011000
Regulation	5810(12)		Type Design	The TAA shall ensure through configuration management [12] that the certified Type Design is defined, identified and controlled by drawings, specifications, manufacturing processes and airworthiness limitations.  [12] RA 5311 – Configuration Management – Project Team.	5810012000
Regulation	5810(13)		Investigation and Tests	The TAA shall ensure his right of access to any report, any inspection or to witness any test necessary to determine that no feature or characteristic makes the Air System unsafe.	5810013000
Regulation	5810(14)		Flight Tests	Flight testing for the purpose of obtaining a MTC or RMTC shall be conducted in accordance with RA 5880 [13] and the conditions agreed by the approved Test Organization and the TAA.  [13] RA 5880 – Military Permit to Fly (MRP 21 Subpart P).	5810014000
Regulation	5810(15)		Responsibilities of the Holder	The TAA, as the holder of the MTC or RMTC, shall fulfil the responsibilities detailed in RA 1015 [14] and RA 5805 [15].  [14] RA 1015 – Type Airworthiness Authority – Airworthiness Responsibilities. [15] RA 5805 – Responsibilities of the Holders of a Military Type Certificate and MAA Design Organization Approvals (MRP 21 Subpart A).	5810015000

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Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
Regulation	5810(16)		Transferability	If a MTC or RMTC is to be transferred, the transfer shall be made only to a TAA within the UK Defence Air Environment and who is able to fulfil the responsibilities detailed in RA 1015 and RA 5805.	5810016000
Regulation	5810(17)		Duration and Continued Validity	A MTC, or RMTC subject to any constraints, shall remain valid subject to the TAA remaining in compliance with RA 1015 and RA 5805, and providing the certificate has not been suspended or revoked.	5810017000
Regulation	5810(18)		Record Keeping	The TAA shall ensure that all relevant design information, drawings and test reports, including inspection records for the Air System tested, are held by the appropriate DO.	5810018000
Regulation	5810(19)		Manuals	The TAA shall ensure that all master copies of manuals required by the Type Design are produced, maintained and updated by the appropriate DO.	5810019000
Regulation	5810(20)		Instructions for Sustaining Type Airworthiness	The TAA shall ensure he is provided with the complete set of ISTA, comprising descriptive data and accomplishment instructions prepared in accordance with the TCB, by the DO.	5810020000
RA	5820	Initial	Changes in Type Design (MRP 21 Subpart D)	During the life of an Air System (including related products, parts and appliances) there will be changes in the Type Design. It is important that any such changes meet the appropriate safety requirements to ensure the airworthiness implications of the change are fully recognized. Any such changes are subject to classification and approval prior to the implementation of the change.	5820000000
Regulation	5820(1)		Classification of Changes in Type Design	Any change in Type Design shall be classified as 'minor' or 'major' and the classification approved by the Type Airworthiness Authority (TAA) or Design Organization (DO) under privilege [1], to determine the route to approval.  [1] For the DO scope of privileges refer to RA 5850 – Military Design Approved Organization (MRP 21 Subpart J).	5820001000
Regulation	5820(2)		Application	An application for a proposed major change in Type Design shall be made by the TAA using MAA Form 30.	5820002000
Regulation	5820(3)		Minor Changes	Minor changes in a Type Design shall be classified and approved by either:  a. The TAA.  b. An appropriately approved DO under privilege.	5820003000
Regulation	5820(4)		Major Changes	The TAA applying for approval of a major change shall submit substantiating data together with any necessary descriptive data for inclusion in the Type Design to the MAA.	5820004000
Regulation	5820(5)		Designation of Applicable Airworthiness Codes	The TAA shall ensure that the change in Type Design (known as the 'changed product') complies with the airworthiness codes that are applicable and in effect at the date of the application for the change.	5820005000
Regulation	5820(6)		Issue of Approval of Major Change	Any major change in Type Design shall be considered for approval only when the TAA has ensured that the changed product meets the applicable airworthiness codes.	5820006000
Regulation	5820(7)		Record Keeping	For each minor or major change, all relevant design information, drawings and test reports, including inspection records for the changed product tested, shall be held by the appropriate DO such that the TAA has access.	5820007000

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Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
Regulation	5820(8)		Instructions for Sustaining Type Airworthiness	The approved DO responsible for the change shall provide the variations to Instructions for Sustaining Type Airworthiness (ISTA) for the product, on which the change is to be installed, prepared in accordance with the applicable TCB, to the TAA.	5820008000
RA	5835	Initial	Military Production Organization (MRP 21 Subpart G)	Although the MAA does not currently require the specific approval of Production Organizations (PO), it is essential that the engineering process link between design and production is established. This ensures that a level of assurance is recognized and that Air Systems (and related products, parts and appliances) are produced by competent organizations and show conformity to the applicable design data.	5835000000
Regulation	5835(1)		Military Production Organization	A PO for Air Systems (and related products, parts and appliances) shall demonstrate to the Type Airworthiness Authority (TAA) or Commodity Project Team Leader (PTL), as appropriate, that it complies with a recognized Quality Management System (QMS).	5835001000
RA	5840	Initial	Certificate of Airworthiness (MRP 21 Subpart H)	A Certificate of Airworthiness (CofA) is issued to a civil aircraft. Although the MAA does not issue a CofA, when a civil derivative aircraft comes onto the Military Aircraft Register there is a need to recognize the use of the CofA, issued by a another certification authority, as evidence towards the completion of the Baseline Military Airworthiness Review (BMAR).	5840000000
Regulation	5840(1)		Certificate of Airworthiness	The Type Airworthiness Authority (TAA) shall ensure that, if applicable, a relevant CofA is made available to the Military Continuing Airworthiness Manager.	5840001000
RA	5850	Initial	Military Design Approved Organization (MRP 21 Subpart J)	One of the four pillars of airworthiness is the use of competent organizations. The Design Approved Organization Scheme (DAOS) is a mechanism by which the competence of a Design Organization (DO) can be assessed. Approval under DAOS is subject to adherence with the established procedures and rules governing the responsibilities and privileges for Military Design Approved Organizations.	5850000000
Regulation	5850(1)		Responsibilities of a Design Organization	A DO or Co-ordinating Design Organization (CDO) shall fulfil the defined design and development responsibilities under their Terms of Approval.	5850001000
Regulation	5850(2)		Scheme Inclusion and Approval Award	An organization shall be included in the DAOS and awarded approval for a defined range of products, parts and appliances only when the organization has been assessed and accepted by the Military Aviation Authority (MAA).	5850002000
Regulation	5850(3)		Design Assurance System	The DO shall demonstrate that it has established and is able to maintain a design assurance system for the control and supervision of the design, and of design changes, of products, parts and appliances covered by the application.	5850003000
Regulation	5850(4)		Design Organization Exposition	The DO shall furnish a DOE to the MAA describing, directly or by cross-reference, the organization, the relevant procedures and the products, parts and appliances to be designed, changed or repaired.	5850004000
Regulation	5850(5)		Approval Requirements	The DO shall demonstrate that staff in all technical departments are of sufficient numbers and experience and have been given appropriate authority to discharge their allocated responsibilities.	5850005000
Regulation	5850(6)		Changes in Design Assurance System	After the issue of a DO Approval, each change to the design assurance system that is significant to the showing of compliance or to the airworthiness of the product, part or appliance shall require approval by the MAA.	5850006000

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Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
Regulation	5850(7)		Investigations and Inspections	The DO shall make arrangements that allow the MAA to make any investigations, inspection, or review any report necessary to determine compliance with RA 5850.	5850007000
Regulation	5850(8)		Findings	After receipt of notification of findings the DO shall demonstrate corrective action appropriate to the level of the finding.	5850008000
Regulation	5850(9)		Validity of Approval	An approval shall be issued for an unlimited duration. It shall remain valid subject to: <ul style="list-style-type: none"> <li>a. The DO remaining in compliance with applicable RAs; and</li> <li>b. The MAA or its nominated representative being granted access to the organization to determine continued compliance with applicable RAs; and</li> <li>c. The approval Certificate not being surrendered, suspended or revoked.</li> </ul>	5850009000
Regulation	5850(10)		Privileges	A DO shall operate privileges only when they have been invoked by the appropriate TAA or Commodity PTL.	5850010000
Regulation	5850(11)		Designs using Government Furnished Equipment	The DO shall obtain the authority of the MOD before altering the design of any Government Furnished Equipment (GFE).	5850011000
Regulation	5850(12)		Record Keeping	All relevant design information, drawings and test reports, including inspection records, shall be held by the appropriate DO.	5850012000
Regulation	5850(13)		Instructions for Sustaining Type Airworthiness	DOs shall provide the complete Instructions for Sustaining Type Airworthiness (ISTA), comprising descriptive data and accomplishment instructions to the TAA.	5850013000
RA	5855	Initial	Parts and Appliances (MRP 21 Subpart K)	Only approved parts and appliances are to be used on an Air System (and related products, parts and appliances). The use of non-approved parts and appliances can lead to unforeseen consequences. It is necessary to demonstrate the compliance of parts and appliances for use on an Air System with applicable regulations and the Type Design criteria.	5855000000
Regulation	5855(1)		Compliance with Applicable Requirements	The Type Airworthiness Authority (TAA) shall ensure compliance with applicable requirements for parts and appliances to be installed in an Air System.	5855001000
Regulation	5855(2)		Release of Newly Produced Parts and Appliances for Installation	A part or appliance (except parts referred to in RA 5855(1) para 1c. and 1d. above), shall be eligible for installation in an Air System operating in the Service Environment only when it is: <ul style="list-style-type: none"> <li>a. Accompanied by an authorized release certificate; and</li> <li>b. Marked in accordance with RA 5885 [5].</li> </ul> <p>[5] RA 5885 – Identification of Products, Parts and Appliances (MRP 21 Subpart Q).</p>	5855002000

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Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
RA	5875	Initial	(European) Technical Standard Order (MRP 21 Subpart O)	<p>A Technical Standard Order (TSO) or a European TSO (ETSO) is a detailed airworthiness specification issued by a recognized certification body to ensure compliance with the essential airworthiness requirements for a particular article [1]. Although the MAA does not issue a TSO or ETSO, the Type Airworthiness Authority (TAA) can accept either a TSO or ETSO ((E)TSO [2]) from another certification authority. (E)TSOs are only issued for articles that were designed for civil use, although they may be fitted to military Air System.</p> <p>[1] For the purposes of the RA 5800 series, an 'article' means any part and appliance (including Government Furnished Equipment) to be used on military aircraft.</p> <p>[2] The (E)TSO abbreviation should be taken to mean a TSO from the US or a European TSO.</p>	5875000000
Regulation	5875(1)		(European) Technical Standard Order	<p>The TAA shall ensure that any applicable article [1] installed into or onto the Air System complies with the technical conditions of the (E)TSO under which it was approved.</p> <p>[1] For the purposes of the RA 5800 series, an 'article' means any part and appliance (including Government Furnished Equipment) to be used on military aircraft.</p>	5875001000
RA	5885	Initial	Identification of Products, Parts and Appliances (MRP 21 Subpart Q)	<p>To comply with configuration control requirements, each product [1], part or appliance to be fitted on an Air System must be individually identified. There are important safety, operational and economic benefits if the possibility of recurrent failure of a product, part or appliance can be confined to identifiable material batches, components, equipment or aircraft. To achieve this, traceability and interchangeability are required for selected products, parts and appliances.</p> <p>[1] For explanation of what constitutes a product, refer to RA 5800 – General Requirements – Project Teams and Organizations (MRP 21).</p>	5885000000
Regulation	5885(1)		Identification of Products	The identification of products shall include the specific information of Manufacturer's name, Product designation, and the Manufacturer's Serial Number.	5885001000
Regulation	5885(2)		Handling of Identification Data	Only MAA approved Design or Maintenance Organizations (MO), or Military MO shall remove, change, or place identification information on any aircraft, engine, propeller, propeller blade, propeller hub or Auxiliary Power Unit (APU).	5885002000
Regulation	5885(3)		Identification of Parts and Appliances	The Type Airworthiness Authority (TAA) or Commodity Project Team Leader shall ensure that each part or appliance is permanently and legibly marked in accordance with the applicable design data.	5885003000
Regulation	5885(4)		Identification of Critical Parts	<p>In addition to the requirement of RA 5885(3), each manufacturer of a part which has been identified as a critical part [2] shall permanently and legibly mark that part with a part number and a serial number.</p> <p>[2] A 'critical part' is a part, the failure of which could have a catastrophic effect on the Air System in which it is installed.</p>	5885004000

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Regulation	1005(1)		General Principles	Organizations that let contracts in the DAE shall ensure that activities are carried out by competent organizations.	1005001000
Regulation	5885(5)		Traceability of Identifiable Parts	The Design Organization shall prepare, for inclusion in the Design Records, a list of all Identifiable Parts. The list shall be agreed with the TAA and kept under review in the light of service experience and changes in design.	5885005000