

Schedule 11

List of Military Aviation Authority Regulatory Publications



MINISTRY OF DEFENCE

**AIR SUPPORT TO DEFENCE OPERATIONAL TRAINING
(ASDOT)**

CONTRACT NO. UKMFTS/2017/03

**This is Schedule 11 (List of Military Aviation Authority Regulatory Publications)
referred to in the ASDOT Contract between the Secretary of State for Defence and
[Insert name of Contractor].**

SCHEDULE 11

LIST OF MILITARY AVIATION AUTHORITY REGULATORY PUBLICATIONS

General

1. To the extent the MRP apply to the activities to be conducted under the Contract, the Contractor shall comply will those MRP.
2. Compliance with the MRP shall not in itself relieve the Contractor from any legal obligations imposed upon it.
3. The MRP have been devised solely for the use of the UK MOD and its contractors in the execution of contracts for the MOD, as well as those organisations that have requested to operate their Aircraft on the UK Military Aircraft Register (MAR).
4. To the extent permitted by law, the MOD hereby excludes all liability whatsoever and howsoever arising (including, but without limitation, liability resulting from negligence) for any loss or damage however caused when the MRP are used for any other purpose.
5. The Contractor shall comply with all aspects of the MRP at latest issue.
6. The Contractor shall advise the Authority of any changes to the MRP that impact upon the ability of the Contractor to discharge its obligations under the Contract.
7. The MAA RA Priority is defined for bidders as:
 - a. Priority 1: To be completed at ITN.
 - b. Priority 2: To be completed by preferred bidder prior to MG – endorsement will be part of MG submission/MGBC.
 - c. Priority 3: May not be applicable, depending upon solution – to be completed as Priority 2 if required.

MAA REGULATORY ARTICLES

1000 Series: General Regulations

2000 Series: Flying Regulations

4000: Continuing Airworthiness Engineering Regulations

5000 Series: Design and Modification Engineering Regulations

MAA MANUAL OF MAINTENANCE AND AIRWORTHINESS PROCESSES

Manual of Maintenance and Airworthiness Processes (MAP-01)

Manual of Maintenance and Airworthiness Processes – MOD Form 700 Series of Forms (MAP-02)

Manual of Air Safety

MRP Part 145 Supplement: Requirements Document

Manual of Aircraft Post Crash Management

MAA01: MAA Regulatory Policy

MAA02: MAA Master Glossary

MAA03: MAA Regulatory Processes

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RA No	Title	Regulation	MAA RA Priority (bidders)	Guidance Notes
RA 1002(1)	Airworthiness competent Persons	ADHs, Commanders and TAAs shall ensure that all persons involved in Airworthiness activities are competent and SQEP.	1 (Evidence required of bidder competence and for sub-contracting proposals)	SQEP requirements for each bidder and sub-contractor position with involvement in Airworthiness activities are to be defined and CV provided of incumbent, where employed.
RA 1005(2)	Competent Design Organizations	When procuring Air Systems (including their products, parts and appliances), Airborne equipment, and Air launched weapons, and for PDS, the contracting organization shall only Contract with a competent Design Organization (DO).	1 (Evidence required of bidder competence and for sub-contracting proposals)	Bidder to justify and substantiate.
RA 1005(3)	Competent MOs	For the maintenance of Air Systems (including their products, parts and appliances) and Air Launched Weapons, the contracting organization shall only Contract with competent MOs.	1 (Evidence required of bidder competence and for sub-contracting proposals)	Bidder to justify and substantiate.
RA 1005(4)	Competent Contractor flying organizations	For delivery of flying operations of UK military registered Aircraft, the contracting organization shall only Contract with competent flying organizations.	1 (Evidence required of bidder competence and for sub-contracting proposals)	Bidder to justify and substantiate.
RA 1014(1)	Responsibilities of a Design or Coordinating Design Organization (CDO)	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.	1	Scope of the DO's responsibilities should be defined in the Contract, and will influence the MAA approval requirements.
RA 1014(2)	Responsibilities of an Air System CDO	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.	1	Scope of the CDO's responsibilities should be defined in the Contract, and will influence the MAA approval requirements.
RA 1016(1)	Accountable Manager (AM) (Continuing Airworthiness) (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 CAw management activities can be financed and carried out in accordance with (iaw) the MRP.	1	Specifically, important if the Contractor is proposing to utilise CFAOS to deliver the ASDOT service as an enduring arrangement.
RA 1016(2)	Requirement for a Military CAMO	ADH and AM(CAw)s shall ensure that the tasks associated with CAw of the military registered Air Systems in their AoR are managed by a military CAMO which is approved iaw RA 4941(RA 4941 – Application - MRP Part M Sub Part G).	1 (Evidence required on how military CAMO will be supported)	Design & development and Tech Supp/PDS only if the Contractor will be conducting flight trials.
RA 1016(3)	Airworthiness Certification	For all Aircraft operated in the Service Environment the ADH ADH (or AM(MF)) shall ensure that the military registered Aircraft for	1	Bidder to propose.

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		which he is responsible are not flown unless the Aircraft has a valid military Airworthiness Review Certificate (MARC).		
RA 1017(1)	Responsibilities of the MO	A MO shall be responsible for the completion of all maintenance required in accordance with the ADS as directed by the CAMO or as stipulated in the relevant Contract. A Contractor MO shall be approved by the MOD.	1 (Evidence required on how military CAMO will be supported)	Design & development only if Contractor maintenance is needed in support of flight test activities.
RA 1018(1)	Responsibilities of the PO	A PO shall manufacture aviation products and appliances in accordance with the approved data and design drawing set and shall work within their QMS.	1	Whilst not directly related to design & development, POs need formal agreements with DOs. Clearly, this is related to production.
RA 1024(1)	Roles and Responsibilities of the AM(MF)	AM(MF)s shall act on behalf of CFAOS organizations to actively manage Air Safety via an ASMS to ensure that RTL are at least Tolerable and ALARP within their defined AoR. AM(MF)s shall be accountable for the maintenance of standards and safety primarily focused on RTL[2]. [2] RA1210 - Ownership and Management of Operating Risk (RTL) annexes A and F refer.	1	Specifically important if the Contractor is proposing to utilise CFAOS to deliver the ASDOT service as an enduring arrangement.
RA 1024(2)	Appointment and qualifications for an AM(MF)	CFAOS organizations shall appoint a SQEP to be the AM(MF). AM(MF)s shall be appropriately empowered to undertake their role.	1	Specifically important if the Contractor is proposing to utilise CFAOS to deliver the ASDOT service as an enduring arrangement.
RA 1024(3)	Post-holders	All CFAOS post-holders shall be approved.	1	Specifically important if the Contractor is proposing to utilise CFAOS to deliver the ASDOT service as an enduring arrangement.
RA 1028(1)	Responsibilities of a CFAOS Organization	CFAOS Organizations shall be approved by the MAA and comply with the MRP.	1	Specifically important if the Contractor is proposing to utilise CFAOS to deliver the ASDOT service as an enduring arrangement. Significant Contractor Dependencies exist that should be used to stipulate the Contract requirement and can be made by reference to the AMC within this regulation.
RA 1120(1)	Military Air System registration	All UK military Air Systems shall be registered on the UK MAR.	1	MAA have decided the default for the ASDOT service is for Air Systems to be registered on

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				the MAR. Applications to utilise the Civil Register for all or part of the ASDOT service should be made to the TAA in the first instance. Will therefore have contractual implications dependent upon the specific situation.
RA 1121(1)	Approval-in-principle	When applying to place a civil-owned Aircraft not operated in the Service Environment on to the MAR, the applicant shall submit an application for Approval-in-Principle (AIP) through the identified Sponsor to the Hd O&A MAA who will manage the application iaw Annex B.	1	MAA have decided the default for the ASDOT service is for Air Systems to be registered on the MAR (See DEFFORM 47). Applications to utilise the Civil Register for all or part of the ASDOT service should be made to the TAA in the first instance. Will therefore have contractual implications dependent upon the specific situation.
RA 1121(2)	Overall Air Safety arrangements	The Sponsor for MRCOA not operated in the Service Environment shall assure himself that appropriate Air Safety arrangements are in place.	1 (Evidence required on how Sponsor will be supported)	MAA have decided the default for the ASDOT service is for Air Systems to be registered on the MAR (See DEFFORM 47). Applications to utilise the Civil Register for all or part of the ASDOT service should be made to the TAA in the first instance. Will therefore have significant Contractor Dependencies exist that should be used to stipulate the Contract Requirement and can be made by reference to the AMC within this regulation.
RA 1121(3)	Air Safety Strategy	applicants shall submit their Air Safety Strategy for acceptance by the TAA and copy it to Hd O&A MAA.	1	MAA have decided the default for the ASDOT service is for Air Systems to be registered on the MAR (See DEFFORM 47). Applications to utilise the Civil Register for all or part of the ASDOT service should be made to the TAA in the first instance. Will therefore have significant Contractor Dependencies exist that should be used to stipulate the Contract Requirement and can be made by reference to the AMC within this regulation.
RA 1121(4)	Detailed submission for registration	applicants shall, after receiving confirmation of the AIP, submit to the Sponsor and the TAA (copied to Hd O&A MAA) a detailed submission for registration.	2	MAA have decided the default for the ASDOT service is for Air Systems to be registered on the MAR. Applications to utilise the Civil

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				Register for all or part of the ASDOT service should be made to the TAA in the first instance. Will therefore have significant Contractor Dependencies exist that should be used to stipulate the Contract Requirement and can be made by reference to the AMC within this regulation.
RA 1121(5)	Control of flying operations, Aircraft maintenance and Certification for flight	Civil-Owned Aircraft on the MAR but not operated in the Service Environment shall comply with the MRP and are subject to any restriction which may be imposed by the TAA or the MAA.	1	MAA have decided the default for the ASDOT service is for Air Systems to be registered on the MAR. Applications to utilise the Civil Register for all or part of the ASDOT service should be made to the TAA in the first instance. Will therefore have significant Contractor Dependencies exist that should be used to stipulate the Contract Requirement and can be made by reference to the AMC within this regulation.
RA 1121(6)	Indemnity	Where the operation of the Aircraft is not pursuant to a Contract between MOD and the applicant, then the applicant shall enter into a deed of indemnity with the Secretary of State.	N/A (but see Guidance Note)	Only applicable where the operation of the Aircraft is not pursuant to a Contract between MOD and the applicant. Would consider this relevant to ASDOT if the provider uses MOD Basing and flies the air system for uses other than on a MOD Contract.
RA 1130(1)	Corporate memory	A systematic corporate memory policy shall be defined and established.	2	This RA places a requirement on the DH where there is a need to Contract for information retention and management this will have to be bespoke based on the need. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC within this regulation.
RA 1130(2)	Standards	Guidelines, regulations and standards shall be identified and correctly applied to a particular activity.	1 (bidders should indicate which standards they are planning to use)	This RA places a requirement on the DH where there is a need to Contract for the identification of guidelines, regulations and standards and will have to be bespoke based on the need. This should be used to stipulate

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				the Contract Requirement and can be made by reference to the AMC within this regulation.
RA 1200(1)	Defence Air Safety Management	All organizations directly or indirectly involved in Defence aviation shall establish and maintain an effective ASMS.	1	This regulation applies to everyone involved directly or indirectly in Defence aviation which includes Contractors.
RA 1220(1)	Airworthiness Strategy	The TAA shall produce an Airworthiness Strategy for an Air System consistent with the project Through Life Management Plan (TLMP).	1 (Bidders should supply a draft Airworthiness Strategy covering all platform types whether or not military Registration will be sought)	Bidder to provide
RA 1220(2)	Project safety management	The TAA or Commodity Project Team Leader (PTL) shall be responsible for the Safety Management of the Project.	1	The AM(MF) should be involved in the Project Safety Panel (PSP). DOs are required to set up a PSC. Significant Contractor Dependencies exist in the production of safety cases that should be used to stipulate the Contract Requirement and can be made by reference to the AMC within this regulation.
RA 1220(3)	ESA	The TAA or Commodity PTL shall initiate and maintain an up-to-date ESA.	1	DO is required to produce an Equip SA. Significant Contractor Dependencies exist that should be used to stipulate the Contract Requirement and can be made by reference to the AMC within this regulation.
RA 1220(4)	Independent Evaluation and audit	The TAA or Commodity PTL shall ensure the ESA and Project Spend Management System (SMS) is subject to independent evaluation and audit.	1 (Bidders should indicate where they expect ITE to be required by MOD due to configuration or usage)	The nature of ITE means that it will normally be a contracted service.
RA 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 (five) years beyond the OSD.	1	Retention requirement has broad applicability.
RA 1230(1)	Design safety target criteria	Air Systems, associated equipment and software shall be designed to acceptable design safety targets.	1	Safety target criteria exist that should be used to stipulate the Contract Requirement and can be made by reference to the AMC within this regulation.

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RA 1310(1)	Air System document set	The TAA shall develop and maintain the ADS.	1 (Bidders should show how they propose to support the TAA)	If contracted out it would need to deliver a draft ADS. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC within this regulation.
RA 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.	1 (Bidders should show how they propose to support the TAA)	Broad requirement for all users of the ADS to ensure that amendments are promulgated.
RA 1340(1)	Equipment Not Basic to the Air System (ENBAS)	ENBAS shall be authorized in the RTS.	2 (If appropriate, bidders will be invited to show how they propose to support the TAA at ITN stage)	Advice may be needed in support of achieving RTS clearance for the ENBAS.
RA 1345(1)	The Airborne Equipment Release Certificate (AERC)	All AE shall be certified by the issue of an AERC.	1	Advice may be needed in support of achieving an AERC. Operators would need to be aware of any associated risks with their use of AE.
RA 1350(1)	The Air Launched Weapon Release Certificate (ALWRC)	All ALW shall be certified by the issue of an ALWRC.	2 (If appropriate, bidders will be invited to show how they propose to support the TAA at ITN stage)	Advice may be needed in support of achieving an ALWRC.
RA 1380(1)	Performance based navigation	ADH and AM (Military Flying) (MF) shall ensure that for PBN operations the UK military Air Systems for which they are responsible are eligible, capable and qualified to operate in the PBN designated airspace in which those Air Systems are operated.	1	There are specific AM(MF) responsibilities, and designs need to be cognisant of the PBN approval requirements.
RA 1390(1)	Reduced vertical separation minimum	ADH and AM(Military Flying) (MF)) shall ensure that for RVSM operations their UK military Air Systems are appropriately approved.	1	There are specific AM(MF) responsibilities, and designs need to be cognisant of the RVSM approval requirements.
RA 1400(1)	Flight Safety	ADH, AM, HoE, and Commanders within DH -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. [1]Those accountable managers within any of: DH-Facing organizations; CFAOS; Maintenance approved Organization scheme; or Design approved Organization scheme.	1	AM (MF)s need to have FS measures in place.

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RA 1410(1)	OR and investigation	ADH,] AM, HoE, and Commanders within DH-Facing organizations (CDRs within DH-facing orgs) shall ensure that all Air Safety reportable occurrences are reported, managed and appropriate action taken. 1-Those AM within any of: DH-Facing organizations; CFAOS; Maintenance approved Organization scheme; or Design approved Organization scheme.	1	Significant Contractor Dependencies exist that should be used to stipulate the Contract Requirement and can be made by reference to the AMC within this regulation.
RA 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. ADH, AM (Military Flying) (MF)), and Commanders and AM within DH -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.	1	Contractor Dependencies exist that should be used to stipulate the Contract Requirement and can be made by reference to the AMC within this regulation. Technical advice from DO may be necessary.
RA 1430(1)	APCM and significant occurrence management – ADHs and HoEs	ADHs and HoEs [2] shall ensure that there are appropriate APCM plans and capabilities in place in the event of an Air System Accident or Significant Occurrence. [2] For the avoidance of doubt, Commanding Officers of aviation capable HM and RFA ships are to be regarded as HoEs.	1	Significant Contractor Dependencies exist that should be used to stipulate the Contract Requirement and can be made by reference to the AMC within this regulation.
RA 1430(4)	APCM and significant occurrence management – AM(MF)s	AM (MF)s shall ensure that there are appropriate APCM plans and capabilities in place in the event of a UK military Registered Air System Accident or Significant Occurrence.	1	AM (MF)s to ensure APCM plans and capabilities are in place.
RA 1440(1)	Air Safety Training	ADH, AM 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] (Those AMs within any of: DH-Facing organizations; CFAOS; Maintenance approved Organization scheme; or Design approved Organization scheme.)	1	AM (MF) to ensure that personnel are appropriately trained.

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<p>RA 1600(1)</p>	<p>RPAS MRP Compliance</p>	<p>The MRP shall apply to all RPAS, in the DAE with the exception of RPAS categorized as Class I(a) which are exempt from the other regulations in the MRP except RA 1600(1) and RA 1600(2) [2]. However, the individual in charge of operating the Class I(a) RPAS shall be responsible for ensuring its safe operation. [2] From this point on in this RA the phrase "All RPAS" will refer to "All RPAS, less those categorized as Class I(a)".</p>	<p>1 (If RPAS is applicable to bid)</p>	<p>General guidance on MRP applicability for all involved in RPAS activity.</p>
<p>RA 1600(2)</p>	<p>RPAS categorization</p>	<p>An Organization seeking to bring an RPAS into use in the DAE shall present a case to the MAA for its endorsed categorization [5] which will define the appropriate regulatory regime prior to main gate. [5] From this point on the phrase 'categorized' in this RA refers to the MAA-endorsed category which defines how the RPAS will be regulated. RPAS Categories are listed at Table 1 of Annex A.</p>	<p>1 (If RPAS is applicable to bid)</p>	<p>AM (MF) to endorse RPAS case for categorization.</p>
<p>RA 1600(3)</p>	<p>RPAS Responsibilities</p>	<p>All RPAS shall be operated under the authority of either an ADH, iaw RA 1020 (Roles & Responsibilities: ADH and ADH-Facing Organizations) , or AM(MF), iaw RA 1024 (AM(MF)) , who is responsible for ensuring its safe operation. The ADH shall ensure that he is supported in the execution of his duties, for all RPAS within his AoR, by a SO, iaw RA 1022 (RA 1022 Roles & Responsibilities: SO), and CAE, iaw RA 1023 (Air Safety Responsibilities). A TAA shall be responsible for the Type Airworthiness of the system throughout its life from development to disposal, iaw RA 1015 (Roles & Responsibilities: TAA). In derogation to these requirements, Class I(b) RPAS only require the appointment of a suitably trained Class I(b) DH/AM(MF) and an SO.</p>	<p>1 (If RPAS is applicable to bid)</p>	<p>AM (MF) responsibilities detailed.</p>

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<p>RA 1600(4)</p>	<p>RPAS Airworthiness/Air Safety Strategy</p>	<p>For all RPAS, except those categorized as Class I(b) [16], the strategy for demonstrating and sustaining its airworthiness shall be detailed in either: a. An Airworthiness Strategy produced by the TAA iaw RA 1220 (PT Airworthiness and Safety); or, b. An Air Safety Strategy produced iaw RA 1121 (Air Safety Arrangements for MRCOA not Operated in the Service Environment) which the TAA shall review and accept. [16] A completed Annex B safety checklist is required for Class I(b) RPAS in lieu of an Airworthiness Strategy iaw RA 1600(2).</p>	<p>1 (if RPAS is applicable to bid)</p>	<p>AM (MF) is required to have an Air Safety Strategy if operating MRCOA.</p>
<p>RA 1600(5)</p>	<p>RPAS ASSC</p>	<p>For each RPAS Type the appropriate ADH or AM(MF) or Class I(b) DH shall own and manage an ASSC which provides an evidenced and coherent argument that the system is safe to be operated and is being operated safely</p>	<p>1 (If RPAS is applicable to bid)</p>	<p>AM (MF) is required to have an ASSC.</p>
<p>RA 1600(6)</p>	<p>RPAS clearances</p>	<p>For all RPAS except those categorized as Class I(b), the ADH or AM(MF) shall ensure that the RPA is operated iaw with limitations articulated in: a. An RTS, iaw RA 1300 [19]; or, b. A Military Permit To Fly (MPTF), iaw RA 5880 [20]; or c. A CofU, iaw RA 1121 [15] and RA 1123 [21]. For RPAS categorized as Class I(b), the operator shall ensure that the RPA is operated iaw: a. Its Operating manual and limitations articulated in the ASSC; b. The operating limitations outlined in RA 2321(3) [22]. [15] RA 1121 Air Safety arrangements for MRCOA not operated in the Service Environment. [19] RA 1300 - RTS. [20] RA 5880 - MPTF (MRP 21 Subpart P). [21] RA 1123 - CofU for Military Registered Civil-Owned Aircraft. [22] RA 2321 Class I(b) RPAS – Operator qualifications and requirements.</p>	<p>1 (If RPAS is applicable to bid)</p>	<p>AM (MF) to operate the RPAS iaw prescribed limitations.</p>

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RA 1600(7)	RPAS OR	For all RPAS the ADH, AM (MF), Class I(b) DH, HoE and Commanding Officer shall ensure that all Air Safety reportable occurrences are reported iaw RA 1410 (OR).		AM (MF) to report occurrences iaw RA 1410.
RA 1600(8)	RPAS Certification	The TAA shall ensure that RPAS categorized as: a. Class I(d), II or III be: (1) Certified iaw RA 5810 [25]. (2) Designed to agreed safety targets. b. Class I(c): (1) Be exempt from certification iaw RA 5810 [25]. (2) Have an evaluation process carried out in line with the intent of RA 5810 [25]. (3) Have an ESA carried out and documented iaw RA 1220(3) (PT Airworthiness and Safety). For RPAS categorized as Class I(b) the Operator shall complete the ASSC checklist at Annex B of this document. [25] RA 5810 - Military Type Certificate (MTC) (MRP 21 Subpart B)	1 (If RPAS is applicable to bid)	DOs/Contractors may contribute significantly to the certification process and ESA, and must be cognisant of the Design Safety Target. AM (MF) to complete ASSC checklist for Class I(b) RPAS.
RA 1600(9)	RPAS CAW	The ADH is responsible for the CAW of their RPAS and shall ensure that they are maintained iaw RA 4050 (CAW of RPAS). For CFAOS operators the AM(CAW) is responsible for ensuring that there is an appropriate CAW post holder who shall ensure the RPAS are maintained iaw RA 4050 (CAW of RPAS).	1 (If RPAS is applicable to bid)	The AM (MF) is responsible for the AM (CAW), and hence ultimately, for CAW.
RA 1910(1)	QA of aviation fuels from non-MOD sources	ADHs and AMs (Military Flying) (MF)) shall ensure that, where fuel has been uplifted from non-MOD sources, the approved QA standards have been applied.	1	AM (MF) responsibility, but one that would be likely delegated to the AM(CAW).

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RA 2101(1)	Entitlement to conduct flying duties	To fly, or operate, a UK military Aircraft, aircrew shall be qualified.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2101(2)	Certificate of Qualification on Type (CQT)	To fly, or operate, an Aircraft, aircrew shall be in possession of a valid CQT for that type.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2102(1)	Certificate of Competence	To fly, or operate, UK military Air Systems in role, Aircrew shall be in possession of an applicable Certificate of Competence.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

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RA 2102(2)	Periodicity of assessment of competence	Aircrew competence shall be periodically, independently assessed.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2103(1)	Currency requirements	ADH and AMs (MF)) shall specify in Orders the currency minima, by type and role, for the safe operation of Aircraft by aircrew within their AoR.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2103(2)	Continuation training	ADH and AM(MF) shall specify in Orders the minimum requirements of continuation training for aircrew by type and role.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2115(1)	Responsibilities of an Aircraft commander	The Aircraft commander shall be entirely responsible for the safety of the Aircraft, its occupants and equipment, both in the air and on the ground until it is handed over to the appropriate authority after flight.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2115(2)	Authority of an Aircraft commander	In matters of Air Safety, all persons on board, whatever their rank or status, shall be under the command of the Aircraft commander.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2120(1)	Instrument Rating Requirements	All pilots who fly a UK military Aircraft in Instrument Meteorological Conditions (IMC) or where insufficient external visual references exist shall hold a valid Instrument Rating.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2120(2)	The Instrument Rating Test (IRT)	All pilots shall demonstrate their ability to fly a UK military Aircraft accurately and safely by reference to instruments alone before being issued an Instrument Rating.	2	If contracted out separately this should be used to stipulate the Contract Requirement

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				and can be made by reference to the AMC for this regulation.
RA 2125(1)	Aircrew instructor training	Personnel selected for flying instructional duties shall receive appropriate training and attain the instructional standards required to facilitate the provision of high quality instruction for all aircrew disciplines.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2130(1)	Safety and survival training	On conversion to a new Aircraft type all aircrew shall complete the appropriate safety and survival drill training mandated by ADH or AMs (MF).	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2130(2)	Safety and survival training currency	All aircrew required to fly as crew shall be current for all safety and survival drills, including those required for embarked operations, appropriate to Aircraft type and role.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2130(3)	Wearing and carriage of Aircrew Equipment Assemblies (AEA) and Safety Equipment (Se)	ADH and AM(MF) shall issue detailed orders covering the wearing and carriage of approved AEA and Se by aircrew, supernumerary crew and passengers in all Aircraft under their AoR.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2130(4)	Safety harnesses	All Aircraft occupants shall be suitably restrained in all phases of flight.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2130(5)	Survival and rescue equipment	Survival and rescue equipment of the appropriate type and scale shall be carried for all occupants.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2130(6)	Ejection seat anthropometrics	All personnel for whom ejection seats are provided shall be checked for size and weight to ensure that they fit within the seat parameters.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2135(1)	Aircrew medical Certificate	Aircrew shall hold an appropriate and valid medical certificate.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

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RA 2135(2)	Aircrew Fitness-to-Fly	Aircrew uncertain of their fitness to fly shall report to a military Aviation Medical Examiner (MAME) or a medical practitioner before flying.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2135(3)	Pilot Operations - upper age limit	Pilots shall not operate an Aircraft once they attain the age of 65 (sixty-five) unless the Aircraft is fitted with dual controls and is operated with a second pilot who has not yet attained the age of 65 (sixty-five). Furthermore, the second pilot shall hold an appropriate qualification and MES entitling him to act as pilot in command.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2135(5)	Flying after an accident or In-Flight medical incident	After being involved in a flying accident or in-flight medical incident, aircrew shall not operate an Aircraft without appropriate medical approval.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2135(6)	Initial & refresher aviation medical training	All aircrew shall complete an initial course of aviation medical training prior to basic flying training. All aircrew engaged on flying duties shall receive appropriate refresher aviation medicine training.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2135(7)	High G training	All aircrew whose employment exposes them to High G environments shall successfully complete High G training.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2135(8)	Temporary medical restrictions to flying duties	Aircrew shall comply with any restrictions placed upon them following exposure to conditions affecting their fitness to fly.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2201(1)	Documents to be carried	When an Aircraft is planned to land away from the parent Station/Ship/Unit, appropriate maintenance documents and publications shall be carried in the Aircraft.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2210(1)	Flight servicing regime limitations	The Aircraft commander shall not operate the Aircraft beyond the validity period of the current flight servicing.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

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RA 2210(2)	Continuous charge operations	To conduct continuous charge operations, aircrew shall be appropriately authorized and any personnel changes and faults shall be recorded.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2211(1)	Authorization of Aircrew to carry out flight servicing	Aircrew required to carry out flight servicing shall be authorized and competent.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2211(2)	Authorization of Aircrew to carry out Aircraft maintenance work	Aircrew required to carry out a specified range of preventive and corrective maintenance activities pertinent to the type/mark of Aircraft or Aircraft equipment on which they are qualified to fly shall be authorized and competent.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2211(3)	In-Flight corrective maintenance	In-flight corrective maintenance shall only be carried out at the specific request of the Aircraft commander and shall be limited in scope.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2211(4)	Training of Aircrew to enter a cockpit containing Aircraft Assisted Escape Systems (AAES)	Aircrew who require access to a cockpit containing AAES shall be appropriately trained.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2220(1)	Aircrew authorization for MTF/PTF	ADH and AMs (MF) shall establish and promulgate in Orders, the SQEP requirements for aircrew conducting MTF/PTF in their AoR.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2220(2)	The Flight Test Schedule (FTS)	Flight testing shall be carried out in accordance with the FTS and shall be appropriately programmed.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2301(1)	Transfer of custody of aircraft	Custody of and responsibility for an Aircraft shall transfer to the Aircraft commander from the time the acceptance certificate is signed until the after-flight declaration is completed.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

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RA 2301(2)	Flying requirements post maintenance	The Aircraft commander shall familiarize himself with any flying requirements or taxi checks raised as a result of maintenance conducted prior to flight.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2301(3)	Aircraft acceptance checks	The Aircraft commander shall ensure that all necessary acceptance checks (walk-round) are carried out before flight.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2301(4)	Exceeding parameters and Hazardous Incidents	The Aircraft commander shall inform the responsible MO when an Aircraft in his custody has been exposed to an event that might adversely affect its serviceability.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2302(1)	Responsibilities in the Air	All aircrew shall ensure that the mission, sortie or task, for which they have been authorized, is executed in a manner that minimizes the risk and hazards to the Aircraft, its occupants, ground crew, other airspace users or general public over which such Aircraft are flown.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2305(1)	Supervision of flying	ADH and AM(MF) shall appoint officers to supervise the flying operations for which they are responsible and promulgate appropriate orders detailing their duties.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2305(2)	Embarked aviation operations	ADH and AM(MF) shall provide orders for embarked aviation operations.	N/A	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2305(3)	Aircraft limitations	Except in an emergency, the pilot of an Aircraft shall not exceed the engine, airframe or handling limitations quoted in the RTS for the Aircraft as reflected in the ADS or, for non-RTS flying operations, the military Flight Test Permit or CofU.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2305(5)	Aircrew briefing	ADH and AM(MF) shall define specific responsibilities for the supervision and co-ordination of all mission planning and aircrew briefing conducted at units within their AoR.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

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RA 2305(6)	Air exercise planning and airspace integration	Organizations completing air exercise planning that is of a complex nature and/or has a high potential for interaction with other airspace users, shall obtain specialist airspace advice.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2305(7)	Taxiing of Aircraft	ADH and AM(MF) shall define the training, authorization and certification required by personnel who, by the nature of their duties, are required to taxi Aircraft.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2306(1)	Authorization of flights	All flights by UK military Aircraft shall be authorized.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2307(1)	Rules of the air	The Aircraft commander and/or handling pilot shall follow the Rules of the Air.	1	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2309(1)	Landing away from active airfields	Landing away from active airfields shall be authorized and, where necessary, permission shall be gained.	N/A	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2309(2)	Fire precautions and smoking in Aircraft	Smoking in Aircraft shall be prohibited and, as a precaution against fire, smoking-related items shall not be carried by occupants of, or by personnel working on, UK military Aircraft.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2309(3)	Carriage of loose articles and stores	The Aircraft commander shall be responsible for the custody and stowage of any loose articles and equipment.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2309(4)	Dropping or jettisoning of articles	Unauthorized dropping or jettisoning of articles from Aircraft shall be prohibited.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2309(5)	Handing over control in Aircraft with dual controls	Handing over or taking over control of Aircraft fitted with dual controls shall be conducted formally.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

Official Sensitive - Commercial

RA 2309(7)	Flying in the company of civil Aircraft	Pilots shall fly in company with civil Aircraft only when specifically approved and authorized.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2309(9)	Aerobatics	Aircraft Commanders shall only undertake aerobatic manoeuvres permitted by the ADS.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2309(10)	Air to Air Refuelling (AAR)	All UK-managed AAR shall be conducted iaw ATP 3.3.4.2 as amplified and supplemented by the national standard reference data - United Kingdom.	N/A	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2309(11)	EM and cosmic radiation	Aircraft shall not be intentionally exposed to EM radiation outside of the limits specified in the ADS or, for non- RTS flying operations: the military flight test permit or CofU.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2309(12)	Oxygen and cabin pressure	No Aircraft shall be flown above FL100 unless it is fitted with serviceable oxygen equipment for all of the crew.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2309(13)	Altitude limitations	Flight at altitude shall be confined to safe limits.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2309(14)	Simulated emergencies	ADH and AM(MF) shall issue Orders governing the conduct of simulated emergencies when conducted in the air.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2309(15)	Refuelling Aircraft - Engines and/or rotors running	ADH and AMs (MF) shall state in Orders how and when refuelling Aircraft - engines and/or rotors running shall be permitted.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2310(1)	Supersonic flight	Supersonic flight shall be specifically approved when not for operations, training, tests and trials.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

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RA 2310(3)	Spinning	Intentional spinning shall be prohibited in all Aircraft unless specifically authorized.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2310(4)	Asymmetric power	Airborne practice and simulated asymmetric flying shall be specifically approved and authorized.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2310(5)	Single-engine Aircraft engine shutdowns	Engine shutdowns and re-lights in single-engine Aircraft shall not be carried out in the air, except where authorized for flight tests and trials.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2320(1)	RPAS collision avoidance	RPAS shall be operated with due consideration for the safety of persons, Aircraft, vessels and infrastructure.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2320(5)	Control of RPAS	ADH and AM(MF) shall detail in orders the procedures to be followed for either piloted control or automated flight of RPAS.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2320(6)	Management of control-data-link	ADH and AM(MF) shall detail in orders the protocols required to manage a RPAS control-data-link.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2320(7)	RPAS operating bases	ADH and AM(MF) shall detail in Orders RPAS specific safety and administration considerations for all RPAS operating bases within their AoR.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2321(1)	Class I(b) RPAS Operator Qualification and competence	Class I(b) RPAS Operators shall be qualified and competent to ensure the safe operation of the air system.	1 (If RPAS is applicable to bid)	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

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RA 2321(2)	Class I(b) RPAS safe operation	Class I(b) Operators shall ensure that all tasks are executed in a manner that minimizes risks and hazards to other airspace users or persons and property over which the RPAS is flown.	1 (If RPAS is applicable to bid)	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2321(3)	Class I(b) Operating limitations	Class I(b) RPAS shall be operated to the limits stated in this regulation unless a safety case to extend the limits has been approved by the MAA and Class I(b) DH.	1 (If RPAS is applicable to bid)	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2325(1)	Carriage of air weapons	Air weapons shall be carried in accordance with the RTS or, for non-RTS flying operations: the military Flight Test Permit or CofU.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2325(2)	Air weapons training and demonstrations	Air weapons training and demonstrations shall only be carried out within approved areas or ranges.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2327(1)	Air Combat and evasion training	Supervision and conduct of ACT and ET shall be carried out by suitably qualified, competent and current aircrew, who have been specifically authorized.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2330(1)	Low Flying	Low-flying shall be specifically authorized and conducted in accordance with the procedures contained in the UK Military Low Flying Handbook (UKLFHB).	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2335(1)	Flying display organization, management	All Flying Displays shall be managed, organized and delivered in order to reduce the RTL to at least Tolerable and ALARP.	N/A	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2335(2)	Display flying, role demonstrations and flypasts (Mil)	ADH and AM(MF) shall ensure that personnel involved in conducting Display Flying, Role Demonstrations and Flypasts (Mil) are competent and appropriately trained, approved, authorized and supervised.	N/A	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2335(3)	Separation distances, minima and restrictions	Authorized minimum vertical and lateral separation distances, and other applicable minima and restrictions shall be complied with at all times during Display Flying, Role Demonstrations and Flypasts.	N/A	If contracted out separately this should be used to stipulate the Contract Requirement

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				and can be made by reference to the AMC for this regulation.
RA 2340(1)	Flying of passengers on UK Military Aircraft	ADH and AM(MF) shall detail the requirements regarding the carriage of passengers on UK military Aircraft within their AoR.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2345(1)	Management of Aircrew fatigue	ADH and AMs (MF) shall define the maximum allowable flying hours and measures to provide for compulsory rest periods for aircrew.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2345(2)	Use of temazepam in the management of work and rest in Aircrew	ADH shall have a clear policy in place for the use of Temazepam in the management of work and rest schedules.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	Bidder to provide
RA 2350(1)	Aircraft emergencies	Aircrew operating UK military Aircraft shall have a thorough knowledge, appropriate to their aircrew specialization, of the emergency procedures and drills specific to the Aircraft they are operating.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2360(1)	Portable electronic devices	ADH and AMs (MF) shall publish Orders for the carriage and operation of PED in or near Aircraft, or RPAS ground control stations within their AoR.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2370(1)	T&E Organizations	T&E activity shall only be conducted by competent organizations.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation. DOs may need to be involved in Combined Test Teams.
RA 2370(2)	T&E activity approval & supervision	T&E Activity shall be specifically approved and supervised by SQEP.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

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RA 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.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2370(4)	Conduct of T&E activity	ADH and AM(MF) shall detail in Orders how T&E activity is to be conducted.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2375(1)	Approval of Flight Simulator Training Devices (FSTD)	ADH and AMs (MF) shall approve for use the FSTD within their AoR.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2375(2)	Use of FSTD	ADH and AMs (MF) shall determine the extent that flight simulation can be used as a substitute for live flying based on the fidelity of the system being used.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2401(1)	ADS	All aircrew shall be familiar with the elements of the ADS relevant to operation of the Aircraft.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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. ADH and AMs (MF) shall promulgate in orders the appropriate flight reference documentation to be carried in all UK military Aircraft.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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 ADH and AM(MF) Orders.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2401(4)	ADH/AM (MF)	ADH and AM(MF) shall issue Flying Orders.	1. Bidders will be required to show evidence of how they will comply and what their	If contracted out separately this should be used to stipulate the Contract Requirement

Official Sensitive - Commercial

			equivalent regulations (if applicable) state.	and can be made by reference to the AMC for this regulation.
RA 2401(5)	Authorization record	ADH and AM(MF) shall ensure that accurate and detailed records of flight authorizations are maintained.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2401(7)	Training records	ADH and AM(MF) shall maintain training records for all aircrew.	1. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2415(1)	Civil use of Government aerodromes	Government aerodromes shall only be available for use by civil Aircraft with prior permission and when those Aircraft comply with the Air Navigation Order (ANO) 2016.	2	Bidder to acknowledge and provide details for confirmation of compliance with the ANO 2016
RA 2501(1)	CFAOS Application and Approval	To fly or operate a UK military Air System outside the Service Environment, DCFOs shall be approved under the CFAOS.	1. Especially important if CFAOS is central to the bid. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2501(2)	CFAOS Approval Changes	Changes to CFAOS Approvals shall be endorsed by the MAA.	1. Especially important if CFAOS is central to the bid. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2501(3)	Contractor Flying Organization Exposition (CFOE)	CFAOS organizations shall submit a CFOE to the MAA.	1. Especially important if CFAOS is central to the bid. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 2501(4)	CFAOS MRP applicability	An organization subject to the CFAOS shall comply with the MRP.	1. Especially important if CFAOS is central to the bid.	If contracted out separately this should be used to stipulate the Contract Requirement

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			Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	and can be made by reference to the AMC for this regulation.
RA 2501(5)	Contracted Activities	The CFAOS Organization shall ensure that, when contracting or purchasing any part of its activity, the contracted or purchased service or product conforms to the applicable MRP requirements.	1. Especially important if CFAOS is central to the bid. Bidders will be required to show evidence of how they will comply and what their equivalent regulations (if applicable) state.	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4050(1)	RPAS MO	For RPAS categorized as Class I(c) to III [1], Organizations maintaining RPAS shall ensure that they are maintained in accordance with the regulatory requirements defined in RA 4000 to RA 4849 as appropriate. For RPAS categorized as Class I(b), maintainers shall comply with the airworthiness regulation laid down in RA 4050(1), RA 4050(2) and RA 4050(3). [1] RA 1600 RPAS.	1 (If RPAS is applicable to bid, bidders should indicate how the ADH will be supported)	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4050(2)	Maintenance management for RPAS	For RPAS Categorized as Class II or III the CAMO shall ensure that it is maintained by a Military Maintenance Organisation (MMO), MO or Approved Maintenance Organisation (AMO) iaw RA 1005 [10] and the RA 4800 - 4849: MRP Part 145. For RPAS Categorized as Class I(d) the CAE to the Delivery DH (DDH), or the CAw post holder identified by the AM(MF), shall ensure that it is maintained by an MMO or AMO iaw RA 1005 (competent Organizations and Responsibilities) and the RA 4800 - 4849: MRP Part 145. For RPAS categorized as Class I(c), in lieu of an approval, the DDH or AM(MF) shall ensure that the MO implements a recognized QMS. For RPAS categorized as Class I(b) the operator shall ensure all	1 (If RPAS is applicable to bid, bidders should indicate how the ADH will be supported)	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

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		<p>maintenance required by the OEM is performed. No QMS is needed.</p> <p>[10] RA 1005 Contracting with competent Organizations.</p>		
RA 4050(3)	Caw Management of RPAS	<p>For RPAS categorized as Class II or III the DDH/AM(MF) shall ensure that the airworthiness of the Air System is managed by an approved CAMO iaw RA 4941 - 4956: MRP Part M Sub Part G [11].</p> <p>For RPAS categorized as Class I(c) or I(d) operated in the Service Environment (As per MAA 02 Aircraft are deemed to operate in the Service Environment when there is a RTS and an ADH responsible for RTL) the DDH CAE shall manage the CAw of the Air System.</p> <p>For RPAS categorized as Class I(c) or I(d) operated outside of the Service Environment the AM(MF) shall appoint a competent [13] individual to manage the CAw of the Air System.</p> <p>For RPAS Categorized as Class I(b) the operator shall ensure CAw management of the system is carried out.</p> <p>[11] Refer to RA 1016 CAw Responsibilities.</p> <p>[13] Refer to RA 1002 competent Persons.</p>	1 (If RPAS is applicable to bid, bidders should indicate how the ADH will be supported)	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4050(4)	MARC for RPAS	For RPAS categorized as Class II or III, operated in the Service Environment, the DDH shall ensure that the RPA is operated with a valid MARC iaw RA 4970 - 4974: Airworthiness Review (AR) Regulation.	1 (If RPAS is applicable to bid, bidders should indicate how the ADH will be supported)	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4051(1)	Flight Testing of Aircraft	Flight testing and Airborne Checks (ACs) shall be conducted within the boundaries of the RTS.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 2.2.
RA 4051(2)	FTS	Flight testing shall be carried out in accordance with the FTS.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 2.2.

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RA 4054(1)	Qualification of personnel	The ground handling of Aircraft shall only be undertaken by appropriately qualified personnel forming a correctly structured ground handling team.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 2.5.
RA 4054(2)	Ground handling operation	The ground handling operation shall be conducted in accordance with standard procedures with consideration given to local environmental conditions.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 2.5.
RA 4054(3)	Ground handling supervision	The ground handling supervisor, and in some cases the responsible aircrew member, shall be responsible for the safe conduct of a ground handling operation.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 2.5.
RA 4055(1)	Ground fuelling operations – Personnel	Fuelling operations carried out on Aircraft shall only be conducted by authorized personnel.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 2.6.
RA 4055(2)	Ground fuelling operations – Considerations	Fuelling operations carried out on Aircraft shall only be conducted in accordance with specific safety and environmental guidelines.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 2.6.
RA 4056(1)	Parking of Aircraft in Icing Conditions	During icing conditions, Aircraft shall be parked in enclosed structures whenever possible.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 2.7.
RA 4056(2)	Timing of Aircraft De-icing	If frost, snow or ice build-up has occurred on an Aircraft, de-icing procedures shall be completed as close as possible to the time that aircrew will accept the Aircraft.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 2.7.
RA 4059(1)	Continuous charge	A period of continuous charge shall start when the responsible aircrew member signs the acceptance certificate on the Flight	2	If contracted out separately this should be used to stipulate the Contract Requirement

Official Sensitive - Commercial

		Servicing Certificate and shall finish when the final responsible aircrew member completes the after flight declaration on the flight Servicing Certificate.		and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 2.9.
RA 4061(1)	Un-commanded Flying Control Movement (UFCM) OR	An OR shall be raised whenever an Aircraft experiences a UFCM/CR/Unusual Occurrence (UO) event, or other unacceptable flying characteristic and the Aircraft subjected to investigative and reporting procedures as detailed within the ADS.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 2.11.
RA 4061(2)	Rogue aircraft	If it is considered necessary to declare an Aircraft as 'rogue' the appropriate PT shall be notified.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 2.11.
RA 4103(1)	Decontamination of aircraft after spillage of body fluids	Timely and effective decontamination shall be carried out on Aircraft that are subject to the spillage of body fluids.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 3.5.
RA 4150(2)	Defence Systems Approach to Training Quality Standard (DSAT QS)	All training shall comply with the DSAT QS.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 4.1.
RA 4201(1)	Composite Materials (Cm) Maintenance	In order that the design properties of 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.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 5.1.1.
RA 4201(2)	Cm awareness and husbandry	To ensure the continued Structural Integrity (SI) 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.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 5.1.1.
RA 4201(3)	Recording of Cm 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.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for

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				this regulation contained within MAP-01 Chapter 5.1.1.
RA 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.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 5.3.1.
RA 4204(1)	Lifting of Aerospace components	Aero system components, that have been identified as 'Significant', shall be subject to lifting criteria.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 5.3.1.
RA 4205(1)	Principles of inspect and repair as necessary	Corrective maintenance shall use the principles of 'inspect and repair as necessary'.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 5.4.
RA 4205(4)	Pre-flight faults	Corrective maintenance on pre-flight faults shall be limited to advice to aircrew, recycling of circuit breakers and switches, and any adjustments or component changes detailed by the PT or determined at the time by an authorized person from the relevant MO.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 5.4.
RA 4205(6)	Faults arising during continuous charge	The Aircraft Commander shall declare an Aircraft, if on continuous charge, to be unserviceable if he considers that a fault is unacceptable for further flight.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 5.4.
RA 4205(7)	Aircrew accepted faults	The Aircraft Commander shall declare an Aircraft, if on continuous charge, to be unserviceable if he does not accept an extant aircrew-accepted fault.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 5.4.
RA 4205(8)	Aircrew reporting of faults	The Aircraft Commander of an Aircraft shall ensure that all faults (including pre-flight accepted faults) that become apparent while he is responsible for the Aircraft are reported to the responsible MO as part of the post-flight declaration and entered in the MOD Form 700. He shall also report when an Aircraft under his charge has been	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 5.4.

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		subject to an exceedance or an incident that may be considered hazardous.		
RA 4212(2)	GIA and GTA categorization	The TO or establishment holding Aircraft and/or component parts, transferred or on loan for instructional or display purposes, shall ensure that they are categorized as GIA or a GTA.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4212(3)	GIA, GTA and flight simulator component control	Components fitted to GIA, or allocated as GTA, or used in Flight Simulators, shall be controlled in order to prevent their inadvertent reuse on active Aircraft.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4212(4)	GIA maintenance and management	ADHs shall be responsible for the safe operation and use of GIA in their AoR.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4213(1)	Control of Aircraft components used in ground test facilities	Aircraft components that have been temporarily modified for use with a ground test facility and which may, after further appropriate maintenance, subsequently be fitted to an Aircraft or Aircraft system shall be strictly controlled to ensure they are returned to the supply system at the correct modification state.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 5.12.
RA 4253(1)	Responsibilities of ground crew or passengers	Aircrew, ground crew or passengers working on or travelling in an Aircraft, shall be responsible for the custody and stowage of any articles which they bring onto, or use within, the Aircraft. They shall ensure that all such articles are removed from the Aircraft on leaving it or on completion of their work.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 6.2.
RA 4253(2)	Loose article Searches	Whenever a loose article occurs or is suspected, the area where the item is thought to have been lost shall be searched and the loose article accounted for.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 6.2.
RA 4253(3)	Release of Aircraft following unsuccessful loose article search	If a loose article cannot be accounted for, the risk to personnel and Aircraft shall be reduced to 'ALARP' before the Aircraft may be cleared for flight.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 6.2.
RA 4255(1)	Electrical bonding and earthing of	All parts of an Aircraft and its associated GSE shall be electrically connected to earth prior to and during maintenance operations.	2	If contracted out separately this should be used to stipulate the Contract Requirement

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	Aircraft and associated Ground Support Equipment (GSE)			and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 6.4.
RA 4256(1)	Aircraft weighing	Aircraft shall be weighed by authorized personnel only, and at a specific periodicity defined by the PT.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 6.5.
RA 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.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 6.6.
RA 4264(1)	Authorization of welding	Any fabrication or repair of parts for Aircraft and Aircraft equipment using welding techniques shall be authorized by the PT responsible for the Aircraft and/or Aircraft equipment and published within a formal instruction.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 6.13.
RA 4264(2)	In-Situ welding	In-situ welding shall not be carried out on Aircraft, or Aircraft equipment, that are fuelled with AVGAS.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 6.13.
RA 4266(1)	Re-use of self-locking fasteners	The use of self-locking fasteners in Aircraft maintenance shall be strictly controlled.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 6.15.
RA 4303(1)	Interface of an Logistics Information System (LIS)	A LIS shall interface with other Information Systems (IS) as required and shall be capable of use in all environments in which the equipment it supports will be expected to operate.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 7.3.
RA 4303(2)	Complementary requirements of an LIS	The LIS shall complement the safety, airworthiness and operability, alongside platform maintenance and support activity, of Aircraft and associated equipment.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for

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				this regulation contained within MAP-01 Chapter 7.3.
RA 4305(1)	Electronic documentation of Aircraft maintenance	Aircraft PTs shall regulate the format, control and management of Electronic Data of Aircraft maintenance and the storage of resultant processed data for the Aircraft they are responsible for.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 7.3.2.
RA 4306(1)	GMS functionality requirements	GMS shall provide the appropriate level of functionality to be used for arising management.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 7.3.3.
RA 4350(1)	Through life management of Technical Information (TI)	Once produced, TI shall be maintained throughout its complete life-cycle.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 8.1.
RA 4351(1)	Production and maintenance of maintenance schedules	The production and maintenance of maintenance schedules shall be managed through the complete life of the Type and Mark of the Aircraft or equipment to which they refer.	1 (Bidders to provide evidence of how the TAA would be supported)	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 8.1.1.
RA 4352(1)	Production and maintenance of FTS	A FTS shall be published in the relevant Topic 5M (or equivalent civilian document) and shall be maintained throughout the life of the Type and Mark of Aircraft or equipment to which it refers.	1 (Bidders to provide evidence of how the TAA would be supported)	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 8.1.2.
RA 4401(1)	Transfer of Aircraft and Equipment	Aircraft and Equipment transfers shall be notified by means of an official allotment order.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 9.4.
RA 4403(1)	Expedient repair	Expedient repair shall only be undertaken when authorized.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 9.12.

Official Sensitive - Commercial

RA 4457(1)	SI(T)(Technical)	<p>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:</p> <p>a. An SI(T) when DO input is required and remedial action is non-recurrent.</p> <p>b. An SI when DO input is required and remedial action is recurrent.</p> <p>c. An Urgent Technical Instruction (UTI) when DO input is not required and remedial action is necessary within 14 (fourteen) Business Days/25 (twenty-five) flying hours.</p> <p>d. A Routine Technical Instruction (RTI) when DO input is not required and remedial action is not necessary within 14 (fourteen) Business Days/25 (twenty-five) flying hours.</p>	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 10.5.1 TO 10.5.5.
RA 4462(1)	Raising Aviation Local Technical Instructions (ALTI)s	ALTIs shall be raised to overcome immediate problems with extant maintenance schedules, instructions, orders or procedures that are inadequate due to local operational or environmental reasons.	2	Bidder to propose
RA 4462(2)	ALTI Restriction	ALTIs shall not adversely affect airworthiness, except where explicitly agreed in writing by the Project Team.	2	Bidder to propose
RA 4500(1)	Application of Health and Usage Monitoring Systems (HUMS)	HUMS shall be included on all new Aircraft platforms and retrofitted to existing Aircraft fleets where justified by airworthiness and/or cost considerations.	1 (Bidders to provide evidence of how the TAA would be supported)	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 11.2.
RA 4500(2)	Exploitation of HUMS	HUMS data shall be exploited to preserve and enhance flight safety and realize maintenance benefits.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 11.2.
RA 4502(1)	Applicability of Wear Debris Monitoring (WDM)	<p>Aircraft shall be subject to either one or a combination of the following WDM techniques:</p> <p>a. Spectrometric Oil Analysis.</p> <p>b. Magnetic detector plug and filter debris assessment.</p>	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 11.4.

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RA 4503(1)	Hydraulic monitoring – Aircraft	Aircraft shall be subject to hydraulic monitoring.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 11.4.2.
RA 4503(2)	Hydraulic monitoring – Aerospace Ground Equipment (AGE)	AGE supplying hydraulic fluid to Aircraft shall be subject to hydraulic monitoring.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 11.4.2.
RA 4510(1)	Ground running of Aero-Engines and Auxiliary Power Units (APU)	Ground running of aero-engines and APUs shall be carried out by properly constituted and authorized ground running teams.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 11.9.
RA 4514(1)	Contaminated breathing oxygen	Suspected or confirmed contaminated breathing oxygen and associated equipment shall be subject to specific actions for testing and subsequent cleaning/purging. If confirmed, all sources of contamination shall be quarantined and a thorough investigation shall be carried out to prevent any escalation.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 11.10.
RA 4515(1)	Use of standardized FLAP	MoD platforms shall use standardized products (NATO or Joint-Service equivalents) and only in exceptional circumstances should commercial or proprietary alternatives be used.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 11.11.
RA 4515(2)	Use of AVTUR/FSII (F-34)	Under the terms of STANAG 4362, the standard battlefield fuel is AVTUR/FSII (F-34). Hence all platforms shall be capable of operating on this product.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 11.11.
RA 4551(1)	Aircraft Wiring Husbandry	Service Aircraft and Aircraft equipment at all levels of maintenance shall be subject to Aircraft Wiring Husbandry procedures.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 12.1.1.
RA 4552(1)	Use of crimped splices in Aircraft	Crimped splices shall only be used to: a. Replace an existing splice.	2	If contracted out separately this should be used to stipulate the Contract Requirement

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	electrical wiring interconnect system	b. Connect an extension to an existing wire or cable. c. Support a modification action or other approved instruction.		and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 12.1.2.
RA 4553(1)	Type of Airborne Early Warning (AEW) to be used on Aircraft	Pure polyimide wire shall not be introduced, as AEW, into Service Aircraft by procurement, modification or maintenance activity.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 12.1.3.
RA 4553(2)	Importance of wire type	AEW is part of the EWIS and shall be afforded the same importance as that of the Aircraft structure.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 12.1.3.
RA 4554(1)	Maintenance and repair of Aircraft Data buses	Whenever Aircraft data bus systems are disturbed or repaired, they shall be foot printed to ensure that the integrity of the system is maintained.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 12.1.4.
RA 4555(1)	Aircraft fibre optic systems	FO installations and equipment used within the MAE shall be subject to strict control.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 12.1.5.
RA 4556(1)	Maintenance of pitot static systems	Maintenance of pitot static systems shall be strictly controlled.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 12.2.
RA 4556(2)	Sense and leak tests	Sense and leak tests shall be required whenever pitot static systems are disturbed.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 12.2.
RA 4561(1)	Maintenance of Aircraft compass accuracy	Aircraft compass accuracy shall be ensured through specific maintenance actions.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for

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				this regulation contained within MAP-01 Chapter 12.9.
RA 4600(1)	Movement of AAES	Movement of AAES safety devices shall be strictly controlled.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 13.1.
RA 4600(2)	AAES Safety Precautions	All personnel required to maintain or operate Aircraft fitted with an AAES shall be conversant with the safety devices, safety conditions and safety precautions for that AAES.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 13.1.
RA 4600(3)	Storage of AAES components	Armed Ejection Seats and canopies or CES fitted with miniature detonating cord, which have been removed for Aircraft maintenance, shall be stored in authorized locations iaw JSP 482.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 13.1.
RA 4601(1)	AAES - maintenance responsibilities	Maintenance activity on AAES shall be strictly controlled.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 13.1.1.
RA 4602(1)	AAES – Maintenance, Vital and Independent Checks	Whenever an AAES or associated components are disturbed or are subject to maintenance in a maintenance bay or workshop, the AAES or associated components shall be subject to vital, independent or maintenance checks, as appropriate.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 13.1.2.
RA 4603(1)	Lifting, marking and maintenance of Carbon Dioxide (CO2) cylinders used in life preservers	CO2 cylinders used in life preservers shall be subject to lifting criteria.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 13.3.
RA 4604(1)	Survival Equipment (SE) Maintenance	Maintenance of SE shall be strictly controlled.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 13.4.

Official Sensitive - Commercial

RA 4605(1)	Compressed gas cylinders having an airborne application	Compressed gas cylinders used in the Military Air Environment shall be subject to a lifting criteria.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 13.5.
RA 4607(1)	Role equipment preventive maintenance schedule	A PT with responsibility for role equipment shall determine the preventive maintenance schedule for that equipment.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 13.7.
RA 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.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 13.7.
RA 4652(1)	Weapon preparation and loading	The preparation, loading and unloading of weapons, and non-explosive or non-expendable stores, specified by the FLC, shall be carried out only by personnel who have been trained, certified competent and authorized.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 14.2.
RA 4654(1)	Connecting Electro-Explosive Devices (EED)	A No-volts safety test shall be carried out prior to connecting an EED to its electrical firing circuit.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 14.4.
RA 4655(1)	Aircraft Armament System (AAS) maintenance	Maintenance of AAS shall be carried out at specific intervals and shall be strictly controlled.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 14.4.
RA 4656(1)	Lifting of explosives and associated ancillaries	Explosive stores (including explosives in AAES), components containing explosive stores and many non-explosive ancillaries such as suspension lugs, shall be allocated a life.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 14.6.
RA 4657(1)	Armed Aircraft safety precautions	Maintenance of AAS, the loading and unloading of explosive armament stores and the fitting and removal of explosive	2	If contracted out separately this should be used to stipulate the Contract Requirement

Official Sensitive - Commercial

		components shall be strictly controlled with specific procedures and safeguards to reduce risk to a minimum.		and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 14.7.
RA 4660(1)	Aircraft explosive armament stores, explosive components and related equipment - Performance Failures	Following a performance failure of Aircraft explosive armament stores, explosive component or related equipment, action taken shall follow detailed instructions and procedures to ensure the safety of personnel and of the Aircraft.	2	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 14.8.
RA 4700(1)	Military Air environment quality policy	All engineering and logistics organizations within the military air environment shall develop and implement a QMS which, as a minimum, meets the basic requirements and principles of the ISO 9001.	1	If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation contained within MAP-01 Chapter 15.1.
RA 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 QA arrangements are demonstrably adequate to provide products and services of the required quality, economically and on time.	1	MAA endorsed Maintenance Approved Organisation Scheme (MAOS) (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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).	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4802(1)	Scope of the MRP Part 145 (MRP 145.A.10(a))	A Contractor-run MO 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.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be

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				used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference.
RA 4804(1)	Terms of approval (MRP 145.A.20(a))	The Contractor-run MO shall specify the scope of work required for approval in its Exposition.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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, 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>	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement

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				and can be made by reference to the AMC for this regulation.
RA 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.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4806(1)	AM (Maintenance) (MRP 145.A.30(a))	An AM(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 AM(Maintenance) shall: a. Ensure that all necessary resources are available to accomplish maintenance iaw RA 4815(2) (MRP 145.A.65(b)) to, where applicable, support the organization approval. b. Establish and promote the safety and quality policy specified in RA 4815(1) (MRP 145.A.65 (a)). c. Demonstrate a basic understanding of RA 4800-4849 (MRP Part 145).	1	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

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RA 4806(2)	Personnel responsible to the AM(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 AM(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>	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4806(3)	Quality Manager (MRP 145.A.30(c))	The AM(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 AM(Maintenance) to ensure that the AM(Maintenance) is kept properly informed on quality and compliance matters.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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, and 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.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4806(5)	Personnel competences and	The organization shall establish and control the competence of personnel involved in any maintenance, management and/or quality	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this

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	authorization (MRP 145.A.30(e))	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.		regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4806(6)	Non-Destructive Testing (NDT) (MRP 145.A.30(f))	The organization shall ensure that personnel who carry out and/or control continued airworthiness NDT of Aircraft structures and/or components are appropriately qualified iaw EN 4179, or equivalent. Personnel who carry out any other specialized task shall be appropriately qualified in accordance with officially recognized standards.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4806(7)	Aircraft certifying staff (Line maintenance) (MRP 145.A.30(g)) - 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 iaw RA 4807 (MRP 145.A.35).	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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 iaw RA 4807 (MRP 145.A.35).	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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, iaw RA 4807 (MRP 145.A.35).	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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.	2	
RA 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	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be

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		the relevant Aircraft and/or components to be maintained together with the associated organization procedures.		used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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>	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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 (six) Calendar Months of actual relevant Aircraft or component maintenance experience in any consecutive 2 (two) year period following initial authorization.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4807(4)	Staff Continuation Training (SCT) (MRP 145.A.35(d))	The organization shall ensure that all certifying staff and support staff receive sufficient continuation training in each 2 (two) year period to ensure that such staff have up-to-date knowledge of relevant technology, organization procedures and human factor issues.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement

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		145.A.35) as the basis for issuing certification authorisations under RA 4800-4849 (MRP Part145) to certifying staff.		and can be made by reference to the AMC for this regulation.
RA 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.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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 (two) years after the individual has ceased employment with the organization, or from when the authorization has been withdrawn. The staff records shall contain: (a) Details of any Aircraft maintenance licence held; (b) All relevant training completed; (c) The scope of the certification authorizations issued, where relevant.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

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		(d) Particulars of staff with limited or one-off certification authorizations.		
RA 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.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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 (twenty-four) hours of request.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4807(13)	Minimum age of certifying staff (MRP 145.A.35(m))	Staff under 21 (twenty-one) years of age shall not be employed as certifying staff or support staff with supervisory responsibilities.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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 AMO,) scope of work.</p> <p>(a) Where the 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 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</p>	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

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		platforms/docking available such that the Aircraft can be properly inspected when required.		
RA 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.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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 iaw RA4800-4849 (MRP Part 145).</p> <p>(c) Unsalvageable/Scrap components which are classified iaw 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 TI.</p> <p>Note: These parts shall only be considered serviceable if accompanied by a manufacturer's CofC (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: 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>	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

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RA 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)/SI(T) standards may be applicable.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4809(3)	Local manufacture/fabrication of components (MRP 145.A.42(c))	The local manufacture/fabrication of Aircraft parts and airborne equipment by a MO shall require specific authorization. Such Parts / Equipment shall only be manufactured / fabricated in accordance with approved data	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4809(4)	Certification of components as unsalvageable/scrap ((MRP 145.A.42(d))	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 DO [8] has either: a. Extended certified life limits; or b. Approved a recovery solution. [8] Only if privileged by a TAA iaw RA 5850(10) – Privileges, once issued.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4810(1)	Approved and Current TI (MRP 145.A.45(a))	The organization shall hold and use applicable, approved and current TI in the performance of maintenance, including modifications and repairs. In the case of TI provided by the 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)).	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4810(2)	Applicable TI (MRP 145.A.45(b))	To complement its MAA02 definition for the purposes of RA4800-4849 (MRP Part 145), applicable TI shall include, but not be limited to, any of the following: a. Any applicable requirement, procedure, operational directive or information issued by the authority responsible for the oversight of the Aircraft or component. b. Any applicable SI(T) or AD issued by the authority responsible for the oversight of the Aircraft or component.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

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		<p>c. Instructions for CAW issued by the TAA, MAA-approved design organization, or the CAMO.</p> <p>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>e. Any applicable information issued iaw RA4810 (4) (MRP 145.A.45 (d)).</p>		
RA 4810(3)	Requirement to inform TI 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 TI used by maintenance personnel is recorded and notified to the TI sponsor.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4810(4)	Modification of TI (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.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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 TI 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 TI.</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 (twenty-four) hours of any entry made to the main electronic database.</p> <p>c. Complex maintenance tasks shall be transcribed onto the work</p>	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

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		cards or worksheets and subdivided into clear stages to ensure a record of the accomplishment of the complete maintenance task. d. The organization shall establish processes to ensure that all work cards and/or worksheets are completed in a correct and consistent manner.		
RA 4810(6)	Availability of TI (MRP 145.A.45(f))	The organization shall ensure that all applicable TI is readily available for use when required by maintenance personnel.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4810(7)	Maintaining the amendment state of TI (MRP 145.A.45(g))	The organization shall establish a procedure to ensure that TI it controls is kept up to date. In the case of an AMO using MOD-sponsored TI, the AMO shall be able to show that either it has written confirmation from the MOD that all such TI is up to date, or it has work orders specifying the amendment status of the TI to be used, or it can show that it is on the MOD-sponsored TI amendment list.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4811(1)	Maintenance planning system (MRP 145.A.47(a))	The organization shall have a system appropriate to the amount and complexity of work to plan the availability of all necessary personnel, tools, equipment, material, TI and facilities in order to ensure the safe completion of the maintenance work.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4811(2)	Human Factors limitations (MRP 145.A.47(b))	The planning of maintenance tasks, and the organising of shifts, shall take into account Human Factors limitations.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4811(3)	Handover of maintenance tasks (MRP 145.A.47(c))	When it is required to hand over the continuation or completion of maintenance tasks for reasons of a shift or personnel changeover, relevant information shall be adequately communicated between outgoing and incoming personnel.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

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RA 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 TI specified in RA4810 (MRP 145.A.45), and that there are no non-compliances which are known to endanger Air Safety.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4812(2)	Aircraft release for flight (MRP 145.A.50(b))	The Certification of Aircraft Release shall be endorsed before flight at the completion of any maintenance on Aircraft.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4812(3)	New faults (MRP 145.A.50(c))	New faults or incomplete maintenance work orders identified during Aircraft maintenance shall be brought to the attention of the appropriate engineering manager and/or the CAMO for the specific purpose of obtaining agreement to rectify such faults or completing the missing elements of the maintenance work order. In the case where the appropriate engineering manager and/or the CAMO declines to have such maintenance carried out under this paragraph, RA 4812(5) (MRP 145.A.50 (e)) shall be applicable.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4812(4)	Certification of component release and cannibalization (MRP 145.A.50(d))	A document containing the Certification of component release shall be issued on the following occasions: (a) At the completion of any maintenance on a component whilst off the Aircraft. (b) When a component is removed as serviceable from an Aircraft or assembly for use on another Aircraft or assembly, known as cannibalization. Note: When an AMO maintains a component for its own use, a formal certificate of release may not be necessary, but the organization's internal release procedures shall be defined in the Maintenance Organization Exposition (MOE).	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4812(5)	Deferred and incomplete	By derogation to RA4812 (1) (MRP 145.A.50 (a)), an organization may endorse a Certification of Aircraft Release on the following	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this

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	<p>maintenance (MRP 145.A.50(e))</p>	<p>occasions:</p> <p>a. When an appropriately authorized individual agrees to defer outstanding corrective or preventive maintenance. Such maintenance shall only be deferred if considered justifiable and safe.</p> <p>b. When an AMO is unable to complete all maintenance ordered, it may endorse a Certification of Aircraft Release within the approved Aircraft limitations. The organization shall enter such fact on the document containing the Certification of Aircraft Release before its issue.</p> <p>Note: In all instances, details of any deferred or incomplete maintenance all be entered in the Aircraft technical log by appropriately authorized certifying staff, who have made the judgement that the Aircraft is safe to fly, with appropriate limitations and constraints caveated, despite incomplete maintenance.</p>		<p>regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.</p>
<p>RA 4813(1)</p>	<p>Recording and retention of maintenance work (MRP 145.A.55(a))</p>	<p>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 Sub-Contractor's certificates/release documents, where applicable.</p>	<p>2</p>	<p>MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.</p>
<p>RA 4813(2)</p>	<p>Copies of maintenance records (MRP 145.A.55(b))</p>	<p>The AMO shall provide a copy of each document relating to the Certification of Aircraft/component Release to the relevant CAMO, together with a copy of any specific approved repair/modification instructions used for repairs/modifications carried out.</p>	<p>2</p>	<p>MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.</p>
<p>RA 4813(3)</p>	<p>Management of retained Maintenance Records (MRP 145.A.55(c))</p>	<p>The organization shall manage retained copies of all detailed maintenance records and any associated TI, 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>2</p>	<p>MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.</p>

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		<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>		
RA 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.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out separately this should be used to stipulate the Contract Requirement and can be made by reference.
RA 4814(2)	Internal OR(MRP 145.A.60(b))	The organization shall establish an internal OR 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)).	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4815(1)	Organization safety and quality policy (MRP 145.A.65(a))	<p>(MMOs shall operate within the ASMS developed by the relevant DH and the applicable single-Service Quality Policy.</p> <p>AMO shall establish a safety and quality policy for the organization, to be included in the exposition under RA4816 (MRP 145.A.70).</p>	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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 iaw 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</p>	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

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		<p>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 TI.</p>		
RA 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 AM(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>	1	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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> <p>a) A statement signed by the AM(Maintenance) confirming that the</p>	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be

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		<p>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 AM(Maintenance) is not the Chief Executive Officer of the organization then such Chief Executive Officer shall countersign the statement.</p> <p>b) The organization's Safety and Quality Policy as specified by RA 4815 (MRP 145.A.65).</p> <p>c) The title(s) and name(s) of the persons nominated under RA 4806(2) (MRP 145.A.30 (b)).</p> <p>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.</p> <p>e) An organization chart showing associated chains of responsibility between the persons nominated under RA 4806(2) (MRP. 145. A.30 (b)).</p> <p>f) A list of certifying staff and support staff.</p> <p>g) A general description of manpower resources.</p> <p>h) A general description of the facilities located at each address specified in the organization's approval certificate.</p> <p>i) A specification of the organization's scope of work relevant to the extent of approval.</p> <p>j) The notification procedure of RA 4819 (MRP 145.A.85) for organization changes.</p> <p>k) The MOE amendment procedure.</p> <p>l) The procedures and quality system established by the organization under RA 4805 (MRP. 145. A.25) to RA 4820 (MRP 145.A.90).</p> <p>m) A list of operators, to which the organization provides an Aircraft maintenance service.</p> <p>n) A list of subcontracted organizations, where applicable, as specified in RA4817 (1) (b) (MRP 145.A.75 (a) (b)).</p> <p>o) A list of line stations, where applicable, as specified in RA 4817(1) (d) (MRP 145.A.75 (a) (d)).</p> <p>p) A list of contracted organizations, where applicable.</p>		<p>used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.</p>
<p>RA 4816(2)</p>	<p>Amendment of an MOE (MRP 145.A.70(b))</p>	<p>The exposition shall be amended as necessary to remain an up-to-date description of the organization. The exposition and any</p>	<p>2</p>	<p>MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be</p>

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		subsequent amendment shall be approved by the MAA, with one exception stated at RA 4816(3) (MRP 145.A.70(c))		used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4816(4)	Exemption to content of MOE Due to EASA Part 145 Approval (MRP 145.A.70(d))	A MO 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.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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 FLC. 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>	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

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		<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 iaw RA 4812 (MRP. 145. A.50).</p>		
RA 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, TI/maintenance data and certifying staff are available.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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> <p>a) The ownership of the organization or its parent company.</p> <p>b) The name of the organization.</p> <p>c) The relationship with the design organization.</p> <p>d) The main location of the organization.</p> <p>e) Additional locations of the organization.</p> <p>f) The AM (Maintenance).</p> <p>g) Any of the persons nominated under RA 4806(2) (MRP. 145. A.30 (b)).</p> <p>h) The facilities, equipment, tools, material, procedures, work scope or certifying staff that could affect the approval.</p>	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

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RA 4820(1)	Continued validity of approval (MRP 145.A.90(a))	An approval shall be issued for an unlimited duration. It shall remain valid subject to: a. The organization remaining in compliance with RA4800-4849 (MRP Part 145), in accordance with the provisions related to the handling of findings; and b. The MAA being granted access to the organization to determine continued compliance with RA4800-4849 (MRP Part 145); and c. The approval certificate not being surrendered, suspended or revoked.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4821(3)	Corrective action plan (MRP 145.A.95(c))	After receipt of notification of findings from the MAA, the holder of the AMO approval shall define a corrective action plan and demonstrate corrective action to the satisfaction of the MAA within a period agreed.	2	MAA endorsed MAOS (MRP Pt 145) accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4941(1)	Application - MRP Part M Sub Part G	An application for issue or change of a Military CAMO approval shall be made to the MAA.	2	To be contracted only when Mil CAM is supporting a CFAOS organization. MAA endorsed MRP Part M Sub Part G accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4943(1)	Provision of the CAME	The military CAMO shall provide a CAME to the MAA containing the following information: a. A statement signed by the relevant ADH or AM(CAw) defined in RA 1016 (RA 1016 – CAw Responsibilities) to confirm that the	1 (Bidders to provide evidence of how the Mil CAM would be supported)	To be contracted only when Mil CAM is supporting a CFAOS organization. MAA endorsed MRP Part M Sub Part G accreditation equals compliance with this regulation. If contracted out this should be

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		<p>organization will work in accordance with the Exposition at all times.</p> <p>b. The organization's scope of work.</p> <p>c. The titles and names of the Mil CAw Manager (Mil CAM), Deputy CAMs (DCAM) and Quality Manager (QM).</p> <p>d. An organizational chart showing associated chains of responsibility within the military CAMO and linkage to the ADH or AM (MF) and AM(CAw) defined in RA 1016 (RA 1016 – CAw Responsibilities).</p> <p>e. A reference to a document listing military Airworthiness Review (Mil AR) surveyors if applicable.</p> <p>f. A general description and location of the facilities.</p> <p>g. Procedures specifying how the military CAMO ensures the CAw management of their Aircraft and compliance with MRP CAw regulations.</p> <p>h. Reference to a list of all Aircraft managed by the military CAMO noting serial number, type, and mark or build standard.</p> <p>i. The CAME amendment procedure, iaw RA 4943(2).</p>		<p>used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.</p>
RA 4943(2)	CAME Approval	<p>The military CAMO shall seek approval for the CAME, and any significant amendments to its contents, from the MAA.</p>	2	<p>To be contracted only when Mil CAM is supporting a CFAOS organization. MAA endorsed MRP Part M Sub Part G accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.</p>
RA 4945(1)	Requirements for the Mil CAM	<p>The Mil CAM shall:</p> <p>a. Either:</p>	1	<p>To be contracted only when Mil CAM is supporting a CFAOS organization. MAA endorsed MRP Part M Sub Part G accreditation equals compliance with this</p>

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		<p>(1) Where they are within a construct supporting an ADH who has direct Air Safety Responsibility, be a Crown Servant; or,</p> <p>(2) Where they are within a construct supporting a Defence CFAOS iaw RA 2501, have their appointment endorsed by the MAA through the submission and approval of an MAA Form 4.</p> <p>b. Be responsible to the ADH and/or AM (CAw) defined in RA 1016 (RA 1016 - CAw Responsibilities) and ensure that the organization is always in compliance with MRP Part M Sub Part G;</p> <p>c. Be responsible for the management and oversight of all CAw activities;</p> <p>d. Be able to show relevant knowledge and appropriate experience related to Aircraft CAw.</p>		<p>regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.</p>
RA 4945(2)	Qualification of personnel	<p>The military CAMO shall have sufficient SQEP for the expected work:</p> <p>a. The competence of all personnel involved in military CAMO activities shall be assured by the Mil CAM and recorded;</p> <p>b. The military CAM shall establish and control the continued competence of personnel involved in the military CAMO, MIL-AR and/or quality audits in accordance with a procedure and to a standard agreed by the MAA.</p>	2	<p>To be contracted only when Mil CAM is supporting a CFAOS organization. MAA endorsed MRP Part M Sub Part G accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.</p>
RA 4947(1)	Military CAMO Responsibilities	<p>For all Aircraft within its control, the approved military CAMO shall:</p> <p>a. Develop and control an Aircraft maintenance programme, support any applicable reliability programme, and propose amendments and additions to the maintenance schedule to the TAA.</p> <p>b. Manage the embodiment of modifications and repairs.</p> <p>c. Ensure that all maintenance is carried out to the required quality and in accordance with the Aircraft maintenance programme, and released iaw RA 4812 (RA 4812 - Certification of Aircraft and</p>	2	<p>May be contracted out separately as permitted by RA 4956(1). MAA endorsed MRP Part M Sub Part G accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.</p>

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		<p>component release (MRP 145.A.50)).</p> <p>d. Ensure that all applicable SI(T) are applied.</p> <p>e. Ensure that MMOs or MRP Part 145 AMO correctly manage faults reported, or discovered during scheduled maintenance</p> <p>f. Co-ordinate scheduled maintenance, the application of SI(T)s and the replacement of service life limited parts.</p> <p>g. Manage and archive all CAw records and the MF700/operator's technical log.</p> <p>h. Assure that the weight and moment statement reflects the current status of the Aircraft.</p> <p>i. Initiate and coordinate any necessary actions and follow-up activity highlighted by an OR.</p>		
RA 4948(1)	Documentation	The military CAMO shall hold and use applicable current TI in the performance of RA 4947 (RA 4947 - CAw management - MRP Part M Sub Part G) CAw management tasks.	2	May be contracted out separately as permitted by RA 4956(1). MAA endorsed MRP Part M Sub Part G accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4951(1)	Establishing a Quality system	The military CAw manager (Mil CAM) shall establish an independent quality system and designate a Quality Manager (QM) to monitor compliance with, and the adequacy of, procedures required to ensure airworthy Aircraft. Compliance monitoring shall include a feedback system to the ADH or AM (CAw)) to ensure corrective action as necessary.	2	May be contracted out separately as permitted by RA 4956(1). MAA endorsed MRP Part M Sub Part G accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4951(2)	Functions of the Quality system	<p>The quality system shall monitor military CAMO activities. It shall at least include the following functions:</p> <p>a. Assuring that maintenance activity conducted by MOs is adequate for maintaining the CAw of their Aircraft.</p>	2	May be contracted out separately as permitted by RA 4956(1). MAA endorsed MRP Part M Sub Part G accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract

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		<p>b. Assuring that all military CAMO activities are being performed iaw RA 4900 - 4974 (MRP Part M), including all sub-contracted activities.</p> <p>c. Assuring that all contracted maintenance is carried out in accordance with the Contract.</p> <p>d. Assuring the continued compliance with the requirements of MAA approval of the military CAMO.</p>		Requirement and can be made by reference to the AMC for this regulation.
RA 4951(3)	Retention of Quality system records	The records of these activities shall be stored for at least 2 (two) years.	2	May be contracted out separately as permitted by RA 4956(1). MAA endorsed MRP Part M Sub Part G accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4953(1)	Military CAMO Responsibilities	<p>The military CAMO shall:</p> <p>a. Ensure that the maintenance records and any associated TI is retained as required by RA 4813(3) (RA 4813 - Maintenance records (MRP 145.A.55)).</p> <p>b. Record all details of CAw management activity carried out.</p> <p>c. Retain a copy of each MARC issued, together with all supporting documents.</p> <p>d. Ensure that the records referred to in paragraphs (b) and (c) above are retained until 5 (five) years after the Air System has been permanently withdrawn from service.</p>	2	May be contracted out separately as permitted by RA 4956(1). MAA endorsed MRP Part M Sub Part G accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4953(2)	Retention of records	<p>The military CAMO shall ensure that:</p> <p>a. Records are stored in a manner that ensures protection from, alteration, theft and damage (eg fire, flood, environmental degradation).</p>	2	May be contracted out separately as permitted by RA 4956(1). MAA endorsed MRP Part M Sub Part G accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract

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		<p>b. Computer hardware used to ensure backup is stored in a different location from that containing the working data and in an environment that ensures they remain in good condition.</p> <p>c. Electronic data is stored in such a fashion so as to remain permanently accessible and readable.</p> <p>d. Where CAw management of an Aircraft is transferred to another organization, all retained records are transferred to the said organization. The time periods prescribed for the retention of records shall continue to apply to the said organization.</p> <p>e. Details of the transfer are recorded to show who effected the transfer and who received the records.</p>		Requirement and can be made by reference to the AMC for this regulation.
RA 4954(1)	Continued validity of approval	<p>An approval shall be issued for an unlimited duration. It shall remain valid subject to:</p> <p>a. The military CAMO remaining in compliance with the MRP Part M Sub Part G, in accordance with the provisions related to the handling of findings as specified under RA 4955 (RA 4955 - Findings - MRP Part M Sub Part G); and,</p> <p>b. The MAA being granted access to the military CAMO to determine continued compliance with MRP Part M Sub Part G; and,</p> <p>c. The approval not being surrendered, suspended or revoked.</p>	2	To be contracted only when Mil CAM is supporting a CFAOS organization. MAA endorsed MRP Part M Sub Part G accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4954(2)	Approval surrender, suspension or revocation	<p>Upon surrender, suspension or revocation, the approval certificate shall be returned to the MAA.</p>	2	To be contracted only when Mil CAM is supporting a CFAOS organization. MAA endorsed MRP Part M Sub Part G accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4955(1)	Findings	<p>After receipt of notification of MAA findings, the military CAw manager shall devise and execute a corrective action plan which demonstrates how the finding, and the root cause, will be rectified in</p>	2	To be contracted only when Mil CAM is supporting a CFAOS organization. MAA endorsed MRP Part M Sub Part G

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		order to prevent recurrence. This shall be done to the satisfaction of the MAA within the period stipulated in the notification.		accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4956(1)	Sub-Contracting of Military CAMO Tasks	The military CAW manager (Mil CAM) shall retain responsibility for all CAW tasks carried out on behalf of the military CAMO by other Parties.	2	To be contracted only when Mil CAM is supporting a CFAOS organization. MAA endorsed MRP Part M Sub Part G accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4970(1)	Military CAMO Responsibilities	The military CAMO shall ensure that a Baseline Military Airworthiness Review (BMAR) is conducted for each individual military registered Aircraft for which it is responsible before it is flown iaw RA 1016(3) (RA 1016 – CAW responsibilities).	1 (Bidders to provide evidence of how the Mil CAM would be supported)	May be contracted out separately as permitted by RA 4956(1). MAA endorsed MRP Part M Sub Part G accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4970(3)	BMAR completion	Covered by RA4970 (1).	2	May be contracted out separately as permitted by RA 4956(1). MAA endorsed MRP Part M Sub Part G accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4971(1)	Military CAMO Responsibilities	A military CAMO shall ensure that: a. A Mil AR of the Aircraft, together with its CAW records, is carried out periodically in iaw RA 4973 (RA 4973 – Mil AR Process - MRP Part M Sub Part I) by Mil AR surveyors meeting the requirements of RA 4972 (RA 4972 – Mil AR Surveyors - MRP Part M Sub Part I). b. Mil AR procedures are incorporated into the CAME iaw RA 4943 (RA 4943 – CAME - MRP Part M Sub Part G).	2 (Bidders to provide evidence of how the Mil CAM would be supported)	

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RA 4972(1)	Requirements of the Military CAMO	In order to carry out a Mil AR, an approved military CAMO shall have available appropriate Mil AR surveyors to conduct Mil ARs and provide MARC recommendations.	2 (Bidders to provide evidence of how the Mil CAM would be supported)	May be contracted out separately as permitted by RA 4956(1). MAA endorsed MRP Part M Sub Part G accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 4973(1)	Mil AR Process	To satisfy the Mil AR process a military CAw manager (Mil CAM) shall ensure that: a. A documented review of the Aircraft records is carried out. b. A documented physical review of the Aircraft is carried out.	2	May be contracted out separately as permitted by RA 4956(1). MAA endorsed MRP Part M Sub Part G accreditation equals compliance with this regulation. If contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5002(1)	Compliance with 5000 Series RAs	The TAA shall ensure that all RPAS [1] design and modifications are carried out iaw the 5000 Series type airworthiness engineering (TAE) RAs, with the exception of RPAS categorized as Class I(b) which are exempt from the 5000Series TAE RAs. [1] As per RA 1600RPAS, the phrase "all RPAS" will refer to "all RPAS less those categorized as Class I(a)" throughout this RA.	1 (If RPAS is applicable to bid, bidders should indicate how the TAA will be supported)	Bidder to support TAA
RA 5002(2)	Certificate of Design (CofD)	For all RPAS, other than those identified below, the TAA shall comply with RA 5103 [2]. For RPAS categorized as Class I(c) that are COTS, the TAA shall ensure the intent of RA 5103 [2] is achieved. [2] RA 5103 CofD.	2	TAA responsibility, but informative for design and modification activity.
RA 5002(3)	Software design assurance	The TAA shall ensure that all RPAS comply with the software design assurance level (DAL) requirements of DEF STAN 00-970, Part 9, except for those RPAS categorized as Class I(c) where the TAA shall demonstrate software assurance through completion of a hazard and risk analysis approach.	2	TAA responsibility, but informative for design and modification activity.
RA 5002(4)	Mass, Centre of Gravity (CG) and associated data of RPA	The TAA shall ensure that RA 5212 [4] is complied with for all RPAS, except those categorized as Class I(c). The TAA shall ensure that a method is in place for maintaining the weight and balance of each individual RPA for RPAS categorized as	2	TAA responsibility, but informative for the DO and CAMO.

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		Class I(c). [4] RA5212 Mass, CG and associated data of Aircraft.		
RA 5002(5)	Reporting of mass for RPA equipment	The TAA shall ensure that RA 5205 [5] is complied with for all RPAS, except those categorized as Class I(c). The TAA shall ensure that the mass of RPA equipment is recorded, listing all installed/removable equipment for RPAS categorized as Class I(c) prior to the RTS. [5] RA5205 Reporting of mass for Aircraft equipment.	2	TAA responsibility, but informative for design and modification activity.
RA 5002(6)	CM – project team	The TAA shall have a Configuration Management Plan (CMP) in place for all items of materiel that may be subject to modification for all RPAS, except those categorized as Class I (b). For RPAS categorized as Class I(c) the TAA shall have a tailored CMP.	2 (bidder should indicate how the TAA will be supported)	Bidder to support TAA
RA 5002(7)	Design and Certification of RPA engines [7]	For all RPAS, except those categorized as Class I(c), the TAA shall comply with RA 5601 [8]. For RPAS categorized as Class I(c), the TAA shall ensure an evaluation process is carried out for the engine, and is outlined in the ESA iaw RA 1220(2) [9]. [7] The term “engine” is used throughout this RA to describe all propulsion devices that could be used in RPAS designs including; gas turbine engines, internal combustion engines, electric motors, rockets, etc. [8] RA 5601 Design and Certification of Aircraft Engines. [9] RA 1220 Project Team Airworthiness and Safety.	2	TAA responsibility, but informative for design and modification activity.
RA 5002(8)	Mass and CG Data of RPA engines and jet pipes	The TAA shall comply with RA 5607 [10] for all RPAS, except those categorized as Class I(c). The TAA shall ensure that a method is in place for maintaining the weight and balance of each individual RPA for RPAS categorized as Class I(c). [10] RA 5607 Mass and CG data of Aircraft engines and jet pipes.	2	TAA responsibility, but informative for the DO and CAMO.

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RA 5002(9)	Production procedures for RPA engines and associated equipment	The TAA shall comply with RA 5615 [11] for engine production procedures for all RPAS, except those categorized as Class I(c) or I(d). [11] RA 5615 Production procedures for engines and associated equipment.	2	TAA responsibility. This is clearly linked to production.
RA 5002(10)	RPAS integrity management	The TAA shall ensure that all RPAS are managed to ensure acceptable and demonstrable levels of structural, system and propulsion integrity.	1 (If RPAS is applicable to bid, bidders should indicate how the TAA will be supported)	TAA responsibility, but the DO has involvement in the integrity activity.
RA 5002(11)	RPAS Ageing Aircraft Audit (AAA)	The TAA shall ensure that consideration is given to the effects of degradation and the interaction of apparently unrelated ageing processes for all RPAS.	2	TAA responsibility, but the DO or a Contractor could be used to support an AAA.
RA 5103(1)	Approval of CofD	The CofD shall be signed by approved members of the DO and the TAA or Commodity PTL or his authorized representative.	2	Standardises the format of the CofD and states the requirement for supporting documentation. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5103(2)	Format of CofD	CofDs shall be provided on the appropriate form.	2	Details signatory responsibilities and design acceptance criteria. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5103(3)	Retention of CofD	The DO shall retain the original signed CofD with the master records.	2	Details the Contractors design record retention responsibilities. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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.	2	Details the responsibility of the prime for CofDs relating to its Sub-Contractor's work. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5203(1)	Materiel specifications	Materiel specifications form a part of the design records and shall be subject to the configuration control requirements.	2	Requires the configuration control of specifications, and places responsibility on to the Contractor for preparation of specifications. This should be used to stipulate the Contract

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				Requirement and can be made by reference to the AMC for this regulation.
RA 5203(2)	Requirement for requalification	The 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 CofD [3] (CofD). [3] RA 5103 – CofD.	2	DOs need to consider the need for repeat qualification tests. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation. This has a relationship to production.
RA 5203(3)	Explosives, EED and Lasers	Specifications relating to explosives, 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.	2	Safety requirements associated with EED specifications. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5206(1)	Sampling procedure	The TAA or Commodity PTL shall arrange the necessary contract cover to devise a test procedure for the proposed sampling programme.	2	Requires Contractor action and feedback on the results of the test programme. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5212(1)	Mass and CG determination	The Contractor shall determine the mass and CG of each Aircraft by weighing before final delivery of the initial production or major change [1] in Type Design. [1] As defined in RA 5820 – Changes in Type Design (MRP 21 Subpart D).	2	Contractor requirements for mass and CG measurement post production/major change. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5212(2)	Measurement of platform mass and CG	The TAA shall promulgate the required detail to ensure that the mass and CG of each platform are maintained within acceptable limits and contained in the ADS.	2	Defines the Aircraft mass and CG measurement requirements. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5219(1)	Instrumentation and FDR requirements	The TAA shall agree the need for installation of instrumentation and a crashworthy FDR for the purposes of the flight trial programme, in consultation with the Contractor.	2	Identifies the instrumentation requirements together with Contractor responsibilities. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

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RA 5219(2)	Identification of Instrumentation	When instrumentation is installed in military registered Aircraft it shall be marked in orange in order that its experimental nature is readily identified.	2	Details the mandatory requirement for FDRs to fitted; this includes the Contractor's responsibilities. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5220(1)	Issue of SFI	Restrictions on the flying limitations shall be prepared by the DO and subsequently approved by the TAA.	2	Identifies the requirement for Contractor (DO) input to the generation of SFIs. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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.	1 (Bidders to provide evidence of how the TAA would be supported)	Specifies the requirement for the Contractor to advise the PTL immediately of the need for a SFI. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5301(1)	CM of Design	The DO shall control the design of an Air System (and related products, parts, appliances, and ALW) [1] in accordance with an agreed CMP. [1] A product is defined in RA 5800 as the type certified elements of the Air System.	2	Requires the Contractor to generate a CMP iaw DEF STAN 05-57 and identifies their responsibilities in the CM process. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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.	2	Details the Contractor responsibility for the maintenance of the Design Record. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5303(1)	Local Technical Committee (LTC) Authority	A LTC shall be established on the written authority of the TAA or Commodity PTL.	2	Requires the Contractor's design and production representatives to be permanent members of the LTC. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5304(1)	Configuration Control Board (CCB)	A CCB shall be established by the TAA or the Commodity PTL to manage and control changes throughout the life of the project.	1 (Bidders to provide evidence of how the TAA would be supported)	Requires attendance by representative(s) of the Contractor(s) affected or representative(s) of the DO if not the Contractor. This should be used to stipulate the Contract Requirement

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				and can be made by reference to the AMC for this regulation.
RA 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.	2	Defines the standards to be applied to Contractor's modification classification and service bulletins. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5306(1)	Preparation of Draft Modification Leaflets (DML)	The DO shall prepare and submit DML to the TAA or Commodity PTL. In doing so, the DO shall be fully responsible for the technical accuracy of the DML.	2	Details the complex arrangements for the generation of DMLs and the correct templates to be employed. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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 is a 13-digit alphanumeric code identifying all standardized material items of supply.	2	Defines the identification of materiel requirements. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5307(2)	Methods of indicating a design change	The TAA or Commodity PTL and the DO shall agree the method to be used to indicate that an item is the subject of a design change.	2	Defines the methods for indicating a design change. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5307(3)	Modification plates	All main assemblies, line replaceable units (LRUs) or line replaceable items (LRIs) etc, shall be fitted with a modification plate.	2	Requires the Contractor to fit mod plates to equipment. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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.	2	Requires the compilation of a Y-List. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5308(1)	Service Modifications (SM)	The SM procedure shall be used when the Design Modification (DM) procedure does not meet the requirements of the MOD.	2	DO advice and cover mod action is required for all SM. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

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RA 5308(2)	Control of SM	The TAA or Commodity PTL shall identify in the CMP how SM are controlled and incorporated into the materiel design records and shown in the CSr.	2	DO advice and cover mod action is required for all SM. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5308(3)	Design record of SM	The DO shall maintain formal and detailed design records of SM.	2	The DO should incorporate the SM record into the overall design record. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5309(1)	Fatigue Type Record (FTR) for Aircraft	The TAA shall decide the requirement for a FTR, part of a FTR, or revision to a part of a FTR.	2	TAA responsibility, but DO advice may be required.
RA 5311(1)	CM – Project Team	A TAA or Commodity PTL shall have a CMP in place for all items of materiel that may be subject to modification.	1 (Bidders to provide evidence of how the TAA would be supported)	Bidder to support TAA
RA 5312(1)	In-Service design changes	Prior to embodiment, all proposed in-service design changes shall be assessed for safety and the ADS updated accordingly by the 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.	2	The TAA will require DO advice for in-service design changes, and SM will normally require cover mod action.
RA 5313(1)	DMs	The TAA or Commodity PTL shall manage the DM procedure.	1 (Bidders to provide evidence of how the TAA would be supported)	Support from the DO will be necessary. DO cover mod action is required for SM. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5320(1)	Aircraft maintenance programme – design Guidelines	Each Aircraft TAA shall ensure the protocols of an Aircraft maintenance programme are implemented throughout the life of the project.	1	DO and Mil CAM support will be required. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5401(1)	Provision of TI	The TAA or Commodity PTL shall ensure that quality assured TI is supplied.	1	Contractor support will be required to produce the TI. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5401(2)	Validation of TI	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.	1	The DO is required to validate the TI. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

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RA 5401(3)	Verification of TI	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.	1	Contractor support may be required for verification of TI. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5401(4)	Amendments to TI	The TAA or Commodity PTL shall ensure the timely management of amendments to TI.	1	DO support will be required for amendments to TI. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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 TAA.	1	Details the overall fault reporting requirements for Contractors. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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.	1	Defines the Contractor's responsibilities for quarantine and disposal. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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.	1	Defines the Contractor's role in the Fault Investigation process. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5405(1)	SI(T)	Where a TAA or the Commodity PTL requires a work package to identify, repair or prevent the occurrence or reoccurrence of a fault, a SI(T) shall be raised.	1	Significant Contractor responsibilities exist for their part in the process. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5406(1)	Aircrew publications – Contractor Responsibilities	The Contractor shall: a. Liaise with the TAA to ensure that Aircrew Publications reflect the Type Design of the Aircraft, including all DO modifications. 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.	2	Contractor requirements associated with Aircrew Publications. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

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RA 5502(1)	Use of Air System maintenance documentation, forms and certificates	The 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.	1	Bidders to propose system. The system selected for use by the TAA will have implications to Contractors.
RA 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.	2	Defines the Contractor's responsibilities on delivery or transfer of Aircraft. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5601(1)	Propulsion system definition, boundaries and interfaces	The TAA shall ensure that the extent of the propulsion system is defined.	2	Propulsion system boundary to be defined in the ADS. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5601(2)	Mass and CG Data	The propulsion system DO shall establish and record the mass and CG [6] of the propulsion system elements for which they are responsible and shall agree the datum planes with the platform DO. [6] RA 5212 - mass and CG determination.	2	DO requirements for mass and CG establishment and recording. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5601(3)	CofD	The propulsion system shall have a CofD approved by the TAA.	2	Propulsion system CofD requirements. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5602(1)	Identification of critical parts	The propulsion system DO shall identify the critical parts contained within the propulsion system [1]. [1] RA 5885 - Identification of products, parts and appliances (MRP 21 subpart Q).	2	Details the DO's responsibilities for the identification of " critical parts ". This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5602(2)	Determination of critical part life	The propulsion system DO shall determine critical part lives and exchange rates using a recognized process and shall present the lives to the TAA.	2	Details the DO's responsibilities for the determination of lives for " critical parts ". This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5602(3)	Control of critical parts	The propulsion system DO shall control the manufacture of critical parts and shall record the manufacturing history.	2	Details the DO's responsibilities for the manufacture of " critical parts ". This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for

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				this regulation. This has a relationship to production.
RA 5602(4)	Build and installation records	The identity (part number and serial number) of critical parts shall be recorded in the build documentation by the PO and MO.	2	Identification of critical parts is to be recorded in build documentation. This has a relationship to production.
RA 5604(1)	Non-production standard propulsion system flight clearance	Before any non-production standard or prototype propulsion system is cleared for flight trials under a MPTF [1], the propulsion system DO shall demonstrate in his SA, and to the satisfaction of the TAA, that sufficient testing and other work has been completed on the propulsion system to establish the conditions for safe flight. [1] RA 5880 - MPTF (MRP 21 Subpart P).	2	Defines the Contractor's responsibilities associated with non-production standard propulsion system flight clearance, including the provision of a SA. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5615(1)	Quality Verification Tests (QVT)	New, repaired and overhauled propulsion systems shall be subject to an agreed QVT programme.	2	Covers QVT requirements for new, repaired and overhauled propulsion systems. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5615(2)	Acceptance and test criteria	The propulsion system DO shall submit acceptance and test schedules for the propulsion system to the TAA for agreement.	2	Acceptance and test schedules to be published in the ADS. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5615(3)	Production mass and CG	The DO and PO shall determine, monitor and maintain the mass and CG of new production propulsion systems.	2	DO and PO are to determine, monitor and maintain the mass and CG.
RA 5615(4)	Common pool parts	The TAA shall approve the use of common pool parts.	2	Whilst the approval of common pool parts is a TAA responsibility, support from the DO may be required.
RA 5720(1)	SI Management	The TAA shall be responsible for SI management, for all Air System types within their AoR, to ensure an acceptable and demonstrable level of Integrity	1 (Bidders to provide evidence of how the TAA would be supported)	This over-arching regulation recognises that contracted organizations have an essential role in supporting the management of SI. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5720(2)	Establishing SI	The TAA shall establish SI to demonstrate that the Air System and its associated systems are airworthy to operate through all conditions detailed in the ADH's statement of operating intent (SOI)/Statement of Operating Intent and	2	There are multiple requirements relating to establishing SI that need DO support. The CAMO is required to support the SI Working Group (SIWG) This should be used to stipulate

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		Usage (SOIU) and RTS [6]. [6] Refer to RA 5880 – MPTF Military Regulatory Publication (MRP 21 Subpart P) for military Air Systems not covered by a RTS.		the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5720(3)	Sustaining SI	The TAA shall ensure that SI is sustained and in-service data used in order to continuously monitor and counter the threats to SI.	2	There are multiple requirements relating to sustaining SI that need DO support. In addition, CAMO must provide support associated with the capture, use and monitoring of usage data. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5720(4)	Validating SI	The TAA shall ensure that the assumptions supporting SI are periodically validated.	2	There are multiple requirements relating to validating SI that need DO support. In addition, CAMO must support by providing trending data. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5720(5)	Recovering SI	The TAA shall ensure that loss, or potential compromise, of SI is monitored, recorded, evaluated for its wider significance and recovered using established processes.	2	Whilst recovering SI is a TAA responsibility, support from the DO/Contractors will be required.
RA 5720(6)	Exploiting SI	The TAA shall ensure that SI is exploited to make best use of the inherent capabilities of the Air System.	2	Whilst recovering SI is a TAA responsibility, support from the DO/Contractors may be required.
RA 5721(1)	System integrity management	The TAA shall be responsible for system integrity management, for all Air System types within their AoR, to ensure an acceptable and demonstrable level of Integrity.	1 (Bidders to provide evidence of how the TAA would be supported)	This over-arching regulation recognises that contracted organizations have an essential role in supporting the management of system integrity. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5721(2)	Establishing system integrity	The TAA shall establish system integrity to demonstrate that the Air System and its associated systems are airworthy to operate through all conditions detailed in the ADH's SOI)/SOIU and the RTS [6].	2	The DO is required to provide system integrity evidence, and the DO and CAMO are to support the Systems Integrity Working Group (SysIWG). This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

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		[6] Refer to RA 5880 – MPTF MRP 21 Subpart P) for military Air Systems not covered by a RTS.		
RA 5721(3)	Sustaining system Integrity	The TAA shall ensure that system integrity is sustained and in-service data used in order to continuously monitor and counter the threats to system integrity.	2	The DO and CAMO are to support the SysIWG. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5721(4)	Validating system integrity	The TAA shall ensure that assumptions supporting Sys1 are periodically validated.	2	Whilst validating system integrity is a TAA responsibility, support from the DO/Contractors may be required.
RA 5721(5)	Recovering system integrity	The TAA shall ensure that loss, or potential compromise, of system integrity is monitored, recorded, evaluated for its wider significance and recovered using established processes.	2	Whilst recovering system integrity is a TAA responsibility, support from the DO/Contractors may be required.
RA 5721(6)	Exploiting system integrity	The TAA shall ensure that system integrity is exploited to make best use of the inherent capabilities of the Air System.	2	Whilst exploiting system integrity is a TAA responsibility, support from the DO/Contractors may be required.
RA 5722(1)	Propulsion integrity management	The TAA shall be responsible for propulsion integrity management, for all Air System types within their area of responsibility, to ensure an acceptable and demonstrable level of integrity.	1 (Bidders to provide evidence of how the TAA would be supported)	This over-arching regulation recognises that contracted organizations have an essential role in supporting the management of propulsion integrity. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5722(2)	Establishing propulsion integrity	The TAA shall establish PI to demonstrate that the Air System and its associated systems are airworthy to operate through all conditions detailed in the ADH's SOI/ SOIU and the RT) [7]. [7] Refer to RA 5880 – MPTF MAA Regulatory Publication (MRP 21 Subpart P) for military Air Systems not covered by a RTS.	2	The DO is required to provide confirmation of certification and qualification, and the DO and CAMO are to support the propulsion integrity Working Group (PIWG). This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5722(3)	Sustaining propulsion integrity	The TAA shall ensure that propulsion integrity is sustained and in-service data used in order to continuously monitor and counter the threats to propulsion integrity.	2	The DO and CAMO are to support the PIWG, and there are other sustaining activities that may require DO/Contractor support. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

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RA 5722(4)	Validating propulsion integrity	The TAA shall ensure that assumptions supporting propulsion integrity are periodically validated.	2	The CAMO should be involved in the review of maintenance schedules, and the DO is required to review and validate usage assumptions. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5722(5)	Recovering propulsion integrity	The TAA shall ensure that loss, or potential compromise, of propulsion integrity is monitored, recorded, evaluated for its wider significance and recovered using established processes.	2	CAMO should contribute through the reporting of integrity related events, and the DO is required to provide specialist advice. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5722(6)	Exploiting propulsion integrity	The TAA shall ensure that propulsion integrity is exploited to make best use of the inherent capabilities of the Air System.	2	Whilst exploiting propulsion integrity is a TAA responsibility, support from the DO/Contractors may be required.
RA 5723(1)	AAA	All UK military registered Aircraft types shall be subjected to an AAA, to give confidence that airworthiness risks are at least tolerable and ALARP, as the fleet ages and regulatory requirements evolve.	1 (If applicable, bidders to provide evidence of how the TAA would be supported)	Considerable Contractor involvement may be required to complete the AAA. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5724(1)	Requirement for a life extension programme	The requirement to extend the certified life of any UK military Aircraft type, in any parameter, shall be identified to the TAA.	2	The DO is a stakeholder in the LEP Safety Information Review. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5724(2)	Development and Implementation of a Life Extension Programme	When required to extend the certified life of a UK military Aircraft type, in any parameter, the TAA shall develop and implement a LEP to underwrite the airworthiness of the Aircraft type for its extended life.	1 (If applicable, bidders to provide evidence of how the TAA would be supported)	The DO is required to complete the Structurally Significant Items (SSI) list. The DO is also required to carry out a full maintenance schedule review. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5725(1)	Development and Implementation of an OSD extension programme	When required to extend the OSD of a UK military Aircraft type, the TAA shall develop and implement an OSD extension programme to underwrite the airworthiness of the Air System type for its extended service.	2	Considerable Contractor involvement may be required to complete the OSD Extension. This should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

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RA 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 MTC. [1] RA 5810 – MTC (MRP 21 Subpart B).	1 (Bidders to provide evidence of how the TAA would be supported)	Bidder to support TAA
RA 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).	2	MAA endorsed DAOS (MRP 21 Subpart J) accreditation equals compliance with this regulation. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5805(1)	Responsibilities of the Holder of a MTC	The TAA, as the applicant, shall demonstrate that he can meet the responsibilities as the holder of a MTC.	2	The TAA is required to have agreements in place with DO(s), and should establish the role of the DO(s).
RA 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.	2	DO to establish a system for collecting, investigating and analysis failures, malfunctions and defects. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5805(3)	AD 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.	1	Whilst the TAA is responsible for responding to ADs and SBs, support from the DO/MO may be required. Bidders are to describe how the TAA will be supported.
RA 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.	2	Collaboration is required between the DO and the PO. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation. This has a relationship to production.
RA 5810(1)	Certification of UK Military registered Air Systems	New UK military Air Systems that are intended to be operated on the UK MAR in the Service Environment [1] shall be certificated prior to their RTS [2]. [1] See MAA02 for definition of Service Environment. [2] Refer to RA 1300 – RTS.	1 (Bidders to provide evidence of how the TAA would be supported)	The bidder to provide a certification strategy for each air system and a draft TCB. The DO (to be stated) is likely to have a role to play in the certification process, and other contracted support may be required. When contracted out this should be used to stipulate the Contract Requirement and can be made by

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				reference to the AMC for this regulation. This has a relationship to production.
RA 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 DO approval, or is in the process of applying for such an approval.	2	TAA responsibility, but DO approval by the MAA is a requirement.
RA 5810(4)	Airworthiness codes	The TAA shall ensure that the Air System is designed to approve airworthiness codes.	1 (Bidders to provide evidence of how the TAA would be supported)	TAA responsibility, but the airworthiness codes will be flowed down to the DO.
RA 5810(5)	Special conditions	Special conditions shall be approved by the MAA as part of the TCB.	2	TAA responsibility, but the special conditions will be flowed down to the DO.
RA 5810(6)	Type Certification Basis (TCB)	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).	1 (Bidders to provide draft TCB and evidence of how the TAA would be supported)	TAA responsibility, but the TCB will be flowed down to the DO.
RA 5810(7)	Certification Programme (CP)	The TAA shall propose to the MAA a CP that shall include the means to demonstrate compliance.	1 (Bidders to provide draft CP and evidence of how the TAA would be supported)	TAA responsibility, but the DO is likely to have involvement in the CP.
RA 5810(8)	Changes requiring a new MTC	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.	2	TAA responsibility, but the DO is likely to be required to provide advice.
RA 5810(9)	Compliance with the TCB	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.	2 (Bidders will be required to deliver a Certification Plan and Certification evidence)	TAA responsibility, but the DO and/or Contractor support is likely to be required.
RA 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 – CM – Project Team.	2	TAA responsibility, but DO involvement will be required. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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.	2	TAA responsibility, but DO involvement is required. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

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RA 5810(14)	Flight tests	Flight testing for the purpose of obtaining a MTC or RMTC shall be conducted iaw RA 5880 [13] and the conditions agreed by the approved test organization and the TAA. [13] RA 5880 – MPTF (MRP 21 Subpart P).	2	DO/Contractor support will be required for the flight test activity. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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.	2	The DO is to retain all design info for a minimum of 5 (five) years beyond the OSD. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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.	2	The DO is to produce, maintain and update master copies of manuals. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5810(20)	Instructions for Sustaining Type Airworthiness (ISTA)	The TAA shall ensure he is provided with the complete set of ISTA, comprising descriptive data and accomplishment instructions prepared iaw the TCB, by the DO.	1 (Bidders to provide evidence of how the TAA would be supported)	The DO is to provide a complete set of ISTA. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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 TAA or 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).	2	A privileged DO can approve minor changes to the Type Design. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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.	2	A privileged DO can approve minor changes to the Type Design. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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.	2	TAA responsibility, but the DO and/or Contractor support is likely to be required.

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RA 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.	2	The DO is to retain all design info for a minimum of 5 (five) years beyond the OSD. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5820(8)	ISTA	The approved DO responsible for the change shall provide the variations to ISTA for the product, on which the change is to be installed, prepared iaw the applicable TCB, to the TAA.	2	The DO is to provide variations to the ISTA. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5835(1)	Military PO	A PO for Air Systems (and related products, parts and appliances) shall demonstrate to the TAA or Commodity PTL, as appropriate, that it complies with a recognized QMS.	2	POs should comply with a recognised QMS. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5850(1)	Responsibilities of a DO	A DO or CDO shall fulfil the defined design and development responsibilities under their Terms of Approval.	2	MAA endorsed DAOS (MRP 21 Subpart J) accreditation equals compliance with this regulation. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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 MAA (MAA).	2	MAA endorsed DAOS (MRP 21 Subpart J) accreditation equals compliance with this regulation. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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.	2	MAA endorsed DAOS (MRP 21 Subpart J) accreditation equals compliance with this regulation. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5850(4)	Design Organization Exposition (DOE)	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.	2	MAA endorsed DAOS (MRP 21 Subpart J) accreditation equals compliance with this regulation. When contracted out this should be

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				used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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.	2	MAA endorsed DAOS (MRP 21 Subpart J) accreditation equals compliance with this regulation. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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.	2	MAA endorsed DAOS (MRP 21 Subpart J) accreditation equals compliance with this regulation. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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.	2	MAA endorsed DAOS (MRP 21 Subpart J) accreditation equals compliance with this regulation. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5850(8)	Findings	After receipt of notification of findings the DO shall demonstrate corrective action appropriate to the level of the finding.	2	MAA endorsed DAOS (MRP 21 Subpart J) accreditation equals compliance with this regulation. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5850(9)	Validity of approval	An approval shall be issued for an unlimited duration. It shall remain valid subject to: a. The DO remaining in compliance with applicable RAs; and b. The MAA or its nominated representative being granted access to the organization to determine continued compliance with applicable RAs; and	2	MAA endorsed DAOS (MRP 21 Subpart J) accreditation equals compliance with this regulation. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

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		c. The approval Certificate not being surrendered, suspended or revoked.		
RA 5850(10)	Privileges	A DO shall operate privileges only when they have been invoked by the appropriate TAA or Commodity PTL.	2	MAA endorsed DAOS (MRP 21 Subpart J) accreditation equals compliance with this regulation. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5850(11)	Designs using GFE	The DO shall obtain the authority of the MOD before altering the design of any GFE.	2	MAA endorsed DAOS (MRP 21 Subpart J) accreditation equals compliance with this regulation. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5850(12)	Record keeping	All relevant design information, drawings and test reports, including inspection records, shall be held by the appropriate DO.	2	MAA endorsed DAOS (MRP 21 Subpart J) accreditation equals compliance with this regulation. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5850(13)	ISTA	DOs shall provide the complete ISTA, comprising descriptive data and accomplishment instructions to the TAA.	2	MAA endorsed DAOS (MRP 21 Subpart J) accreditation equals compliance with this regulation. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5855(1)	Compliance with applicable requirements	The TAA shall ensure compliance with applicable requirements for parts and appliances to be installed in an Air System.	2	TAA responsibility, but requirement will be flowed down to the DO/Contractor. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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: a. Accompanied by an authorized release certificate; and b. Marked iaw RA 5885 [5].	2	Appropriate release certificate and markings are required for a part or appliance to be eligible for installation. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

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		[5] RA 5885 – Identification of products, parts and appliances (MRP 21 Subpart Q).		
RA 5865(1)	Demonstration of capability	An applicant for a major repair design approval shall demonstrate its capability by holding an appropriate DO approval.	2	DAOS approval with the relevant scope is required. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation. This has a relationship to production, as a repair could be conducted as a part of production.
RA 5865(2)	Service Design Organization (SDO) Approval	The TAA or Commodity PTL shall ensure that the (SDO holds an extant approval from the MAA under DAOS covering the relevant scope of activities. [2] This relates to a service organization such as 71(IR) Sqn or 1710 NAS.	2	Bidder to supply details
RA 5865(3)	Repair design	The applicant for approval of a repair design shall demonstrate its compliance with the TCB plus any amendments to the TCB that the TAA has authorized.	2	Compliance with the TCB shall be demonstrated. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5865(4)	Classification of repairs	A repair shall be classified major or minor either by the TAA or by an appropriately approved DO under a privilege invoked iaw RA 5850.	2	A DO under privilege can classify repairs. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5865(5)	Issue of a repair design approval	The TAA shall ensure that the repair design complies with the applicable TCB prior to approval.	2	A DO under privilege can issue the approval of minor repairs. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5865(6)	Production of repair parts	Parts and appliances to be used for the repair shall be manufactured in accordance with production data based upon all the necessary design data as provided by the DO: a. By a PO appropriately recognized iaw RA 5835 [5]; or b. By an AMO iaw RA 4800 to 4821 (MRP 145), or a MMO iaw RA	2	Parts and appliance should be appropriately marked. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation. This has a relationship to production.

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		4809 [6]. [5] RA 5835 – military PO (MRP 21 Subpart G). [6] RA 4809 – Acceptance of components (MRP 145.A.42).		
RA 5865(7)	Repair embodiment	The embodiment of a repair shall be made: a. By a PO that satisfies the requirements of RA 5835. b. By a MO, appropriately approved iaw RA 4800-4849, or a MMO using the necessary installation instructions issued by the DO.	2	Repairs can only be embodied by a PO, an approved MO, or a MMO. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to this regulation. This has a relationship to production.
RA 5865(8)	Limitations	The instructions and any limitations for a repair design shall be submitted by the repair design approval holder to the TAA.	2	Instructions and limitations are to be submitted to the TAA. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5865(9)	Unrepaired damage	When a damaged product, part or appliance is left unrepaired and is not covered by previously approved data, the TAA or an appropriately approved DO under privilege shall approve its continued use.	2	Unrepaired damage can be approved by a DO under privilege. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5865(10)	Record keeping	For each repair, all relevant design information, drawings, test reports, instructions and limitations possibly issued iaw RA 5865 justification for classification and evidence of the repair design approval, shall: a. Be held by the repair design approval holder at the disposal of the TAA. b. Be retained by the repair design approval holder in order to provide the information necessary to ensure the Type Airworthiness of the repaired products, parts or appliances.	2	All design info is to be retained for a minimum of 5 (five) years beyond the OSD. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to this regulation.
RA 5865(11)	ISTA	The holder of the repair design approval shall provide the complete set of ISTA, which result from the design of the repair, to the TAA.	2	Repair design holder is to provide the ISTA. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.

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RA 5875(1)	(European) Technical Standard Order (E)TSO	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. [1] For the purposes of the RA 5800 series, an 'article' means any part and appliance (including GFE) to be used on military Aircraft.	2	Technical conditions of (E)TSOs are to be complied with. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5880(1)	MPTF	A MPTF shall be required for an Air System to be operated outside the flight conditions [1] permitted by an extant RTS or where there is no RTS. [1] For explanation of 'flight conditions' refer to para 16.	1 (Particularly important where a MPTF is central to the bid. Bidders to also provide evidence of how the TAA/RTSA would be supported)	MPTF is required when there is a requirement to fly outside the RTS. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5880(2)	MPTF Procedure	A MPTF applicant shall supply all the required supporting evidence to the TAA or a DO that has the appropriate privilege [4] for the issue of a MPTF. [4] The DO will be assessed by the MAA under RA 5850 to approve the issue of a MPTF but the privilege will be invoked by the TAA.	1 (Particularly important where a MPTF is central to the bid. Bidders to also provide evidence of how the TAA/RTSA would be supported)	Evidence is be provided to TAA, or DO with privilege to approve MPTFs. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5880(3)	Flight conditions	The conditions for safe flight shall be determined by the TAA or the privileged DO.	2	Conditions of safe flight to be determined by the TAA, or DO with privilege. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5880(4)	Approval of Flight conditions	The flight conditions shall be approved by the TAA or the privileged DO.	2	Conditions of flight to be approved by the TAA, or DO with privilege. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5880(5)	Issue of a MPTF	The MPTF shall be issued to the applicant by the TAA or the privileged DO.	2	MPTF to be issued by the TAA, or DO with privilege. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5880(6)	Changes	Any change that invalidates the flight conditions or associated substantiation established for the MPTF shall be approved by the TAA or the privileged DO.	2	Changes that invalidate the MPTF are to be approved by the TAA, or DO with privilege. When contracted out this should be used to stipulate the Contract Requirement and can be

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				made by reference to the AMC for this regulation.
RA 5880(7)	Transferability	A MPTF shall not be transferable.	2	MPTFs are not transferable. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to this regulation.
RA 5880(8)	Inspections	The holder of, or applicant for, a MPTF shall provide access to the Aircraft concerned at the request of the TAA or the privileged DO.	2	Access to the Aircraft must be facilitated. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to this regulation.
RA 5880(9)	Validity of approval	A MPTF shall remain valid for a stated period.	2	MPTF validity is to be stated, and the requirements associated with compliance and suspension/revocation are to be followed. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to this regulation.
RA 5880(10)	Renewal of MPTF	A renewal of the MPTF shall be approved by the TAA or the privileged DO.	1 (Particularly important where a MPTF is central to the bid. Bidders to also provide evidence of how the TAA/RTSA would be supported)	MPTF renewal is to be approved by the TAA, or DO with privilege. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to this regulation.
RA 5880(11)	Obligations of the Holder of a MPTF	The holder of a MPTF shall ensure that all the conditions and limitations associated with the permit are satisfied and maintained.	1 (Particularly important where a MPTF is central to the bid. Bidders to also provide evidence of how the TAA/RTSA would be supported)	Conditions and limitations are to be satisfied and maintained. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5880(12)	Record keeping	All documents produced to establish and justify the flight conditions shall be held by the originator or holder of the MPTF, as appropriate, at the disposal of the TAA or the privileged DO, in order to provide the information necessary to ensure the continued airworthiness of the Aircraft.	2	Applicable documents are to be retained for a minimum of 5 (five) years beyond the OSD. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 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.	2	Products shall contain the necessary information. When contracted out this should be used to stipulate the Contract Requirement

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				and can be made by reference to this regulation.
RA 5885(2)	Handling of identification data	Only MAA approved Design or MO, or military MO shall remove, change, or place identification information on any Aircraft, engine, propeller, propeller blade, propeller hub or APU.	2	Only MAA approved Design or MO can remove, change or place identification markings. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to this regulation.
RA 5885(3)	Identification of parts and appliances	The TAA or Commodity PTL shall ensure that each part or appliance is permanently and legibly marked in accordance with the applicable design data.	2	TAA responsibility, but requirement is likely to be flowed down to DO/Contractors. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to the AMC for this regulation.
RA 5885(4)	Identification of critical parts	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. [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.	2	Critical parts are to be permanently marked with a part number and serial number. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to this regulation.
RA 5885(5)	Traceability of identifiable parts	The DO 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.	2	A list of identifiable parts is to be prepared. When contracted out this should be used to stipulate the Contract Requirement and can be made by reference to this regulation.