



A400M Large Boat Aerial Delivery (LBAD)

REGULATORY COMPLIANCE MATRIX

Sep-23

RA No	Issue	Title	Regulation	Acceptable Means of Compliance (AMC)	Contractors Evidence and Statement of Compliance	Current Status	DT Comment	Full Compliance Target Date	Supplier Comment
1000 Series: Competence, Roles and Responsibilities for Regulated Entities									
RA 1005(2)	9	Design Organizations	For the procurement of Air Systems (including their Products, Parts and Appliances), Airborne Equipment, Air Launched Weapons (ALW), TAw management and Post-Design Services (PDS), the contracting organization shall only contract with a competent Design Organization (DO).	The DO should be approved under the Design Approved Organization Scheme (DAOS)					
RA 1014(1)	7	Design Organization and Co-ordinating Design Organization	The relevant DO or CDO shall be responsible for the through-life configuration management of the design of each Product, Part or Appliance installed in an Air System	The Contractor shall be DAOS approved and comply with RA 1014(1) AMC in full.					
RA 1014(2)	7	Air System Co-ordinating Design Organization	There shall be one overall DO or CDO appointed by the TAA as the Air System CDO to manage the overall design or through-life configuration of each Air System.	As the appointed DO and/or CDO the Contractor shall comply with RA 1014(2) AMC in full.					
RA 1150(1)	3	Airborne Equipment and Airborne Forces	As a minimum, the AF Community shall comply with MAA Regulations detailed at Annex A [to this RA]	The AF Community should refer to the Acceptable Means of Compliance in the applicable Regulations listed at Annex A [to this RA] as detailed within this matrix.					
1200 Series: Air Safety Management									
RA 1200(1)	7	Air Safety Management	All Aviation Duty Holders (ADH), Accountable Managers (Military Flying) (AM(MF)), Accountable Managers (AM), Heads of ADH-Facing Organizations and Heads of Establishment (HoE) involved in Defence Aviation shall establish and maintain an effective ASMS	As the appointed DO and/or CDO, the Contractor ad a DH facing organization, shall address the 16 auditable facets listed within the RA 1200(1)'s AMC. It shall also demonstrate that its Air Safety Management System (ASMS) meets the minimum requirements contained within the Military Aviation Authority (MAA) Manual of Air Safety. RA 1200(1) AMC shall apply in full.					
RA 1207(2)	Initial	Air Safety Data Exploitation Procedures	ASMS owners shall develop, publish and implement Air Safety Data Exploitation procedures that support the requirements of the Air System Data Exploitation Strategies within their Responsibility	As the appointed DO and/or CDO, the Contractor shall review its ASMS to comply with all RA 1207(2) AMC					
RA1223(2)	Initial	Airworthiness Information Management	Aviation Duty Holders (ADHs) and Accountable Managers (Military Flying) (AM(MF)s) shall ensure effective AIM, consistent with the TAA's requirements, to sustain and assure the Airworthiness of an Air System within their Area of Responsibility	As the appointed DO and/or CDO, the Contractor is responsible for providing information to support ADH and TAA i.a.w AMC for RA 1223(2) Para 4c, sub-paras (4) (5) (6) and (7)					
RA 1225(1)	2	Air Safety Documentation Audit Trail	Aviation Duty Holders (ADH), Accountable Managers (Military Flying) (AM(MF)), Accountable Managers (AM), and Heads of ADH-Facing Organizations ⁴ shall ensure that all significant Air Safety related documents are tracked and preserved in an auditable manner; and that significant documentation relating to Air Systems is retained for a minimum of 5 years beyond the Out of Service Date.	As the appointed DO and/or CDO are ADH facing and accountable manager (AM), the Contractor shall ensure a suitable auditable system is put in place to ensure the retention and recovery of Air Safety related documentation i.a.w with the AMC and GM of RA 1225(1).					
RA 1230(1)	6	Design Safety Target Criteria	The Type Airworthiness Authority (TAA) shall ensure that Air Systems, associated equipment and software are designed to acceptable design safety targets.	As the appointed DO and/or CDO, the Contractor shall provide all evidence to support and justify the systems' Design Safety Target and its continued achievement of that Safety Target. The Design Safety Target for AE systems shall be descent based. Evidence shall be provided that the design safety target for the AE equipment satisfies the delivery aircraft TAA overall safety operating requirements.					
1300 Series: Release to Service									
RA 1300(1)	7	Requirement for a Release To Service	A RTS shall be prepared for all Air Systems that are operated within the Military Operated (In-Service) DAE Operating Category .	As the appointed DO and/or CDO, the Contractor shall provide all evidence to support development of a RTS for the aircraft to support operation of the AE system					
RA1345 (1)	3	The Compendium of Airborne Equipment Release Certificates	All AE shall have a certificate describing the conditions and limitations for safe carriage and dispatch from an aircraft.	As the appointed DO and/or CDO, the Contractor shall provide all evidence to support development of an AE Release Certificate for the AE System.					
1400 Series: Flight Safety, Occurrence Reporting, Post Crash Management									

RA 1440(1)	9	Air Safety Training	Aviation Duty Holders (ADH), Accountable Managers (Military Flying) (AM(MF)), Accountable Managers (AM) , Heads of Establishment (HoE) , and Heads of ADH-Facing Organizations shall ensure that all personnel involved in DA / the DAE are appropriately competent, qualified and current regarding Air Safety training.	As an AM the appointed DO and/or CDO, the Contractor shall ensure that all personnel are appropriately competent, qualified and current regarding Air Safety and Human Factors training in relation to their individual involvement with AE systems.					
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Compliant with evidence

Supplier will be compliant with this RA from contract award, or as otherwise advised with our offer.

RA No	Issue	Title	Regulation	Acceptable Means of Compliance (AMC)	Contractors Evidence and Statement of Compliance	Current Status	DT Comment	Full Compliance Target Date	Supplier Comment
2100 Series: Aircrew Qualifications and Competency					No Applicable RA				
2200 Series: Ground Qualifications and Engineering					No Applicable RA				
2300 Series: Operation of Aircraft									
RA 2370(3)	5	Test and Evaluation Activity	ADH, RPAS DH, AM(MF),or RPAS AM shall issue orders detailing the governance, categorization, planning, conduct and reporting of T&E activity.	As the appointed DO and/or CDO, the Contractor shall provide all evidence and support for T&E activity for the AE System.					
2400 Series: Administrative Elements					No Applicable RA				
2500 Series: Arrangements for Defence Contractor Flying Organizations					No Applicable RA				

Compliant with evidence

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RA No	Issue	Title	Regulation	Acceptable Means of Compliance (AMC)	Contractors Evidence and Statement of Compliance	Current Status	DT Comment	Full Compliance Target Date	Supplier Comment
4009: Organization, Policy and Airworthiness					No Applicable RA				
4050 to 4063: Operation of Aircraft					No Applicable RA				
4100 to 4104: Safety, Health, Environment and Fire					No Applicable RA				
4200 to 4214: Maintenance Principles					No Applicable RA				
4250 to 4266: Maintenance Practices					No Applicable RA				
4500 to 4515: Airframe and Engines					No Applicable RA				
4600 to 4607: Safety Role and Support					No Applicable RA				
4650 to 4660: Weapons and Explosives					No Applicable RA				
4800 to 4849: MRP Part 145									
RA 4809(1)	6	Component Classification	Components shall be classified and appropriately segregated into the following categories: a. Components which are in a serviceable condition, released on an MOD Form 731 or equivalent. b. Unserviceable components. c. Uns salvageable/Scrap components which are appropriately classified . d. Standard parts used on an Air System, engine, propeller or other Air System component when specified in the manufacturer's illustrated parts catalogue and/or the Technical Information (TI).	As the appointed DO and/or CDO, the Contractor shall be aware of the AMC and GM of RA 4809(1).					
RA 4809(2)	6	Suitability of Components	Prior to the installation of a component, the organization shall satisfy itself that the particular component is suitable. To be considered suitable the component shall be in an acceptable state, be appropriately conditioned/released and be of the correct standard when different Modification and/or Airworthiness Directives (AD)/Special Instruction (Technical) (SI(T)) standards may be applicable	As the appointed DO and/or CDO, the Contractor shall be aware of the AMC and GM of RA 4809(2).					
RA 4809(3)	6	Local Manufacture/Fabrication of Components	The local manufacture/fabrication of Air System Parts and Airborne Equipment by a Maintenance organization shall require specific authorization. Such Parts/Equipment shall only be manufactured/fabricated iaw TI.	As the appointed DO and/or CDO, the Contractor shall be aware of the AMC and GM of RA 4809(3).					
RA 4811(2)	4	Human Factors Limitations	The planning of Maintenance tasks, and the organizing of shifts, shall take into account Human Factors Limitations.	As the appointed DO and/or CDO, the Contractor should ensure Human Factor Limitations are considered in planning of Maintenance tasks iaw AMC of RA 4811(2).					
4900 to 4956: Continuing Airworthiness Management Organization (CAMO) Regulation					No Applicable RA				
4961 to 4966: Continuing Airworthiness					No Applicable RA				
4970 to 4974: Airworthiness Review (AR) Regulation					No Applicable RA				

Compliant with evidence

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RA No	Issue	Title	Regulation	Acceptable Means of Compliance (AMC)	Contractors Evidence and Statement of Compliance	Current Status	DT Comment	Full Compliance Target Date	Supplier Comment
5101 to 5107: Approval Procedure and Responsibilities									
RA 5103(1)	6	Requirement and Scope for Certificate of Design	The Design Organization (DO) shall produce a CofD for new Air Systems, Products, Parts, Appliances, Airborne Equipment and ALW including changes and repairs	As the appointed DO and/or CDO, the Contractor shall support CofD's and supporting documentation i.a.w the content of RA 5103(1) AM and GM.					
RA 5103(2)	6	Management and Authorization of Certificates of Design	The TAA, Commodity CE and DO shall appropriately manage the CofD.	As the appointed DO and/or CDO, the Contractor shall manage and authorise CofD's and supporting documentation i.a.w the content of RA 5103(2) AM and GM.					
5201 to 5223: Development Procedures									
5301 to 5320: Control of Design and Design Records									
RA 5301(1)	5	Configuration Management Principles	The configuration of an Air System (and related Products, Parts, Appliances, Airborne Equipment and ALW) shall be managed iaw an agreed Configuration Management Plan (CMP) under the oversight of an established design configuration governance system.	As the appointed DO and/or CDO, the Contractor shall control the design of an AE system (and related products, parts and appliances) i.a.w an agreed Configuration Management Plan (CMP). RA 5301(1) AMC and GM shall apply.					
RA 5301(2)	5	Configuration Management Under Contractor Control	Whilst the design is UCC, the DO shall lead Configuration Management activities	As the appointed DO and/or CDO, the Contractor shall retain adequate records of design and development and ensure they are maintained throughout the life of the project. RA 5301(2) AMC and GM shall apply.					
RA 5301(3)	5	Configuration Management under Ministry Control	Whilst the design is Under Ministry Control, the TAA or Commodity CE shall lead CM activities.	As the appointed DO and/or CDO, the Contractor shall support Ministry records of design and development to ensure they are maintained throughout the life of the project. RA 5301(3) AMC and GM shall apply.					
RA 5305(1)	7	In-Service Design Changes – General	The Type Airworthiness Authority (TAA) or Commodity Chief Engineer (CE) shall be responsible for managing the design change procedure.	As the appointed DO and/or CDO, the Contractor shall comply with RA 5305(1) AMC and GM.					
RA 5305(2)	7	In-Service Design Changes – Safety	The TAA or Commodity CE shall ensure that In-Service design changes are conducted within an Air Safety Management System (ASMS)	As the appointed DO and/or CDO, the Contractor shall support the AE TAA, as required, where in-service design changes are to be applied iaw RA 5305(2) AMC and GM.					
RA 5305(3)	7	In-Service Design Changes – Modification Procedure	The TAA or Commodity CE shall select the most appropriate Design Organization (DO) to develop the required Modification.	As the appointed DO and/or CDO, the Contractor should shall support the AE TAA, as required, with the management of a Design Modification i.a.w iaw RA 5305(3) AMC and GM.					
RA 5320(1)	5	Air System Maintenance Schedule – Design and Validation	The Type Airworthiness Authority (TAA) shall ensure Air System Maintenance schedules are designed in accordance with an appropriate protocol and remain valid throughout the life of the Air System.	As the appointed DO and/or CDO, the Contractor should shall provide supporting evidence toward evelopment of Mainenance Schedules i.a.w iaw RA 2320(1) AMC and GM.					
5401 to 5406: Supply of Technical Information									
RA 5405(1)	9	Special Instructions (Technical)	The TAA or Commodity CE shall raise a SI(T) when a work package is needed to identify, monitor, repair or prevent the occurrence or re-occurrence of a Fault.	As the appointed DO and/or CDO, the Contractor shall, when tasked, support the AE TAA in the issuing of an SI(T) i.a.w RA 5405(1) AMC and GM.					
RA 5406(1)	7	Aircrew Publications	The Type Airworthiness Authority (TAA) shall approve and provide a complete set of Aircrew Publications to the Operating Duty Holder (ODH) / Accountable Manager (Military Flying) (AM(MF))	As the appointed DO and/or CDO,the Contractor shall, where applicable, support the AE TAA in the production and provision of Aircrew Publications i.a.w RA 5406(1) AMC and GM.					
RA 5406(2)	7	Amendments to Aircrew Publications	The TAA shall ensure that the Aircrew Publications are maintained in coherence with the RTS or MPTF (as applicable) cleared configuration through the life of the Air System.	As the appointed DO and/or CDO,the Contractor shall, where applicable, support the AE TAA in the amendment of Aircrew Publications i.a.w RA 5406(2) AMC and GM.					
5601 to 5617: Propulsion System Design Requirements and Assurance					No Applicable RA				
5720 to 5726: Integrity Management									
RA 5726(1)	5	Integrity Management	The TAA shall be responsible for IM, for all Air System types within their Area of Responsibility, to maintain Integrity.	As the appointed DO and/or CDO,the Contractor shall support the AE TAA in Integrity Management i.a.w RA 5726(1) AMC and GM.					
RA 5726(3)	5	Sustaining Integrity Management	The TAA shall ensure that IM is sustained, and In-Service Data used, to continuously monitor and counter threats to Integrity.	As the appointed DO and/or CDO,the Contractor shall support the AE TAA in sustaining Integrity Management i.a.w RA 5726(3) AMC and GM.					
5800 to 5885: MRP 21									

RA 5810(11)	10	Inspections and Tests	The TAA shall assure themselves that for inspections and tests undertaken to demonstrate compliance with the TCB, the test specimens adequately conform to the specifications of the proposed Type Design and the test and measuring equipment to be used are adequate and appropriately calibrated	As the appointed DO and/or CDO, the Contractor shall, when requested, provide the AE TAA with right of access to any report, any inspection or to witness any test necessary to determine that no feature or characteristic makes the AE system unsafe.					
RA 5810(16)	10	Record Keeping	The TAA shall ensure that all documents supporting Certification of changes are retained and are available to the MAA in order to provide an audit trail of evidence supporting Air Safety decision making.	As the appointed DO and/or CDO, The Contractor shall hold all relevant design information, drawings and test reports, including inspection records for the changed product tested, such that the TAA has access. RA 5810(16) AMC and GM shall apply.					
RA 5815(1)	3	Provision and Amendments to Instructions for Sustaining Type Airworthiness (ISTA)	The Type Airworthiness Authority (TAA) shall approve and provide a complete set of ISTA to the Operating Duty Holder / Accountable Manager (Military Flying). In doing so, the TAA shall ensure that:a. ISTA is developed in accordance with (iaw) the TCB.b. ISTA is amended through-life, incorporating change requests. c. The DO or Commodity Chief Engineer (CE) provides amendments to the ISTA for an Air System or related Products, Parts and Appliances.	As the appointed DO and/or CDO,the Contractor shall provide the complete Instructions for Sustaining Type Airworthiness (ISTA), comprising descriptive data and accomplishment instructions to the TAA. RA 5815(1) AMC and GM shall apply.					
RA 5820(1)	6	Classification of Changes in Type Design (MRP Part 21.A.91)	Any change in Type Design shall be classified as 'minor' or 'major' and the classification approved by the Type Airworthiness Authority (TAA) or an approved Design Organization (DO) within the scope of its privileges as recorded in its terms of approval [1] [1] For the DO scope of privileges refer to RA 5850 – Military Design Approved Organization (MRP 21 Subpart J).	As the appointed DO and/or CDO, the Contractor shall ensure any change to an AE system design is classified as either 'minor' or 'major' and approved by the AE TAA or, where applicable and where awarded, by the DO and/or CDO, under privilege. RA 5820(1) AMC and GM will apply.					
RA 5820(3)	6	Approval of Minor Changes (MRP Part 21.A.95)	Minor Changes in a Type Design shall be approved by the TAA or an approved DO within the scope of its privileges as recorded in its terms of approval when it has been demonstrated that the change and areas affected by the change complies with the requirements of the Military Air System Certification Process (MACP)	As the appointed DO and/or CDO, the Contractor shall ensure 'minor' changes are classified by the DO only when specific privileges have been awarded. RA 5820(3) AMC and GM shall apply.					
RA 5820(4)	6	Approval of Major Changes (MRP Part 21.A.97)	A Major Change to a Type Design shall only be approved when it has been demonstrated that the change and areas affected by the change complies with the requirements of the MACP	As the appointed DO and/or CDO, the Contractor shall ensure 'major' changes are approved iaw RA 5820(4) AMC and GM.					
RA 5820(6)	6	Record Keeping (MRP Part 21.A.105)	The TAA shall ensure that all documents supporting Certification of changes are retained and are available to the MAA in order to provide an audit trail of evidence supporting Air Safety decision making.	As the appointed DO and/or CDO, The Contractor shall hold all relevant design information, drawings and test reports, including inspection records for the changed product tested, such that the TAA has access. RA 5810(16) AMC and GM shall apply.					
RA 5825(1)	3	Fault Reporting and Investigation	A TAA / Commodity CE shall ensure a system is in place for reporting and investigating faults that warrant specific investigation due to their potential impact on Air Safety	As the appointed DO and/or CDO, the Contractor 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 AE system. RA 5825(1) AMC and GM shall apply.					
RA 5835(1)	4	Production Organizations	The Type Airworthiness Authority (TAA) or Commodity Chief Engineer (CE) shall ensure that 'prime'[3] PO hold a recognized Part 21 Subpart G approval or comply with a recognized Quality System. [3] 'Prime' refers to the highest level of Air System, Product, Part or Appliance procured by the DO or Delivery Team within an arrangement / contract	Where the DO and/or CDO is the PO for an AE system it shall demonstrate to the AE TAA that it complies with a recognized Quality Management System (QMS). RA 5835(1) AMC and GM shall apply.					
RA 5850(1)	7	Responsibilities of a Design Organization	A DO or Co-ordinating Design Organization (CDO) shall fulfil the defined design and development responsibilities under their Terms of Approval.	As the appointed DO and/or CDO, the Contractor shall fulfil the defined design and development responsibilities under their Terms of Approval. RA 5850(1) AMC and GM shall apply.					

RA 5850(2)	7	Scheme Inclusion and Approval Award (MRP Part 21.A.239)	An organization shall be included in the DAOS and awarded approval for a defined range of Products, Parts, Appliances, Airborne Equipment and ALW, only when the organization has been assessed and approved by the Military Aviation Authority (MAA)	As the appointed DO and/or CDO, the Contractor shall apply for DAOS approval i.a.w RA 5850(2) AMC and GM.					
RA 5850(3)	7	Design Management System (MRP Part 21.A.239)	The DO shall demonstrate that it has established and is able to maintain a DMS for the control and supervision of the design, and of design changes, of Products, Parts and Appliances, Airborne Equipment and ALWs covered by the application.	As the appointed DO and/or CDO, the Contractor shall demonstrate that it has established and is able to maintain a Design Management System for the control and supervision of the design, and of design changes, of products, parts and appliances covered by the application. RA 5850(3) AMC and GM shall apply.					
RA 5850(4)	7	Design Organization Exposition	As part of the DMS the DO shall furnish a DOE to the MAA describing, directly or by cross-reference, the organization, the relevant procedures and the Products, Parts, Appliances, Airborne Equipment and ALWs to be designed, changed or repaired.	As the appointed DO and/or CDO, the Contractor shall furnish a Design Organisation Exposition 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. RA 5850(4) AMC and GM shall apply.					
RA 5850(5)	7	Approval Requirements (MRP Part 21.A.245)	The DO shall demonstrate that: a. Staff in all technical departments are of sufficient numbers and experience and have been given appropriate authority to discharge their allocated responsibilities. b. There is full and efficient coordination between departments and within departments in respect of Airworthiness.	As the appointed DO and/or CDO, the Contractor shall demonstrate that staff in all technical departments are of sufficient numbers and experience, with supporting records and have been given appropriate authority to discharge their allocated responsibilities. RA 5850(5) AMC shall apply.					
RA 5850(6)	7	Changes in Design Management System (MRP Part 21.A.247)	After the issue of a DO Approval, each change to the DMS that is significant to the showing of compliance or to the Airworthiness of the Product, Part, Appliance, Airborne Equipment and ALWs shall require approval by the MAA.	As the appointed DO and/or CDO, the Contractor shall ensure that any change to its Design Management System significant to the showing of compliance or to the airworthiness of an AE system is submitted to the MAA for re-approval. RA 5850(6) AMC and GM shall apply.					
RA 5850(7)	7	Investigations and Inspections (MRP Part 21.A.257)	The DO shall make arrangements that allow the MAA to make any investigations, inspection, including investigations of partners and subcontractors, or review any report necessary to determine compliance with this RA.	As the appointed DO and/or CDO, the Contractor shall make arrangements that allow the MAA to make any investigations, inspection, or review any report necessary to determine compliance with RA 5850. RA 5850(7) AMC and GM shall apply.					
RA 5850(8)	7	Failures, Malfunctions and Defects	The DO shall ensure that a robust process is in place for collecting, investigating and analysing reports of and information related to failures, malfunctions and defects, as identified by themselves, their partners or subcontractors.	As the appointed DO and/or CDO, the Contractor shall make appropriate arrangements to report to the TAA any failure, malfunction or defect also to have a system in place for management and investigation of these arisings. RA5850(8) AMC and GM shall apply.					
RA 5850(9)	7	Findings (MRP Part 21.A.258)	After receipt of notification of findings, the DO shall demonstrate corrective action appropriate to the level of the finding	As the appointed DO and/or CDO, the Contractor shall make appropriate corrective action recommendations to the level of the finding. RA5850(9) AMC and GM shall apply.					
RA 5850(10)	7	Validity of Approval (MRP Part 21.A.259)	A DAOS approval shall be issued for an unlimited duration and remain valid subject to: a. The DO remaining in compliance with applicable RAs; b. The MAA or its nominated representative being granted access to the organization to determine continued compliance with applicable RAs; and c. The approval Certificate not being surrendered, suspended or revoked.	As the appointed DO and/or CDO, the Contractor shall, confirm in writing prior to any formal MAA surveillance or not later than every 3 years from the last notification that the contents of their approval Certificate and DOE remain valid. RA 5850(10) AMC shall apply.					
RA 5850(11)	7	Privileges(MRP Part 21.A.263)	A DO shall operate privileges only when they have been invoked by the appropriate TAA or Commodity CE.	As the appointed DO and/or CDO, the Contractor shall operate privileges only when they have been invoked by the AE TAA. RA 5850(11) AMC and GM shall apply.					
RA 5850(12)	7	Designs using Government Furnished Equipment	The DO shall obtain the authority of the MOD before altering the design of any Government Furnished Equipment (GFE).	As the appointed DO and/or CDO, the Contractor shall obtain the authority of the MOD before altering the design of any Government Furnished Equipment (GFE). RA 5850(12) AMC and GM shall apply.					

RA 5850(13)	7	Record Keeping	All relevant design information, drawings, test reports, including inspection records and Type Airworthiness Management information shall be held by the appropriate DO, and available if required.	As the appointed DO and/or CDO, the Contractor shall hold all relevant design information, drawings and test reports, including inspection reports for a minimum of 5years past Out of Service Date. RA 5850(13) AMC and GM shall apply.					
RA 5855(1)	5	Compliance with Applicable Requirements(MRP Part 21.A.303)	The Type Airworthiness Authority (TAA) shall ensure compliance with applicable requirements for Parts and Appliances to be installed in an Air System.	As the appointed DO and/or CDO, the Contractor shall, where tasked by the AE TAA, ensure compliance with applicable requirements for parts and appliances to be installed in an AE system. RA 5855(1) AMC and GM shall apply.					
RA 5855(2)	5	Release of Newly Produced Parts and Appliances for Installation(MRP Part 21.A.307)	The TAA shall ensure that a Part or Appliance, eligible for installation in an Air System operating in the Defence Air Environment is only authorized for installation when it has been assessed as being manufactured in conformity with approved design data, and it is: a. Accompanied by an authorized release certificate certifying that the item was manufactured in conformity to approved design data marked iaw RA 58855; or b. A standard part	As the appointed DO and/or CDO, the Contractor shall, ensure that the release of newly produced parts and appliances designated for installation on an AE system operating in the DAE shall be eligible i.a.w RA 5855(2) AMC.					
RA 5865(2)	3	Demonstration of Capability (MRP Part 21.A.432B)	The Type Airworthiness Authority (TAA) or Commodity Chief Engineer (CE) shall ensure that the DO holds an extant approval from the MAA under the Design Approved Organization Scheme (DAOS) covering the relevant scope of repair activities	As the appointed DO and/or CDO, the Contractor shall hold an extant approval from the MAA under the Design Approved Organization Scheme (DAOS) covering the relevant scope of repair activities,issued by the MAA in i.a.w RA 5850(1), where required by the AE TAA. RA 5865(2) AMC and GM shall apply.					
RA 5865(4)	3	Repair Design (MRP Part 21.A.433)	The applicant for approval of a repair Design shall demonstrate its compliance with the Type Certification Basis (TCB) plus any amendments to the TCB.	As the appointed DO and/or CDO, the Contractor shall classify a repair as either major or minor only when granted the appropriate privileges under RA 5850 and apply RA 5865(4) AMC and GM to all Repair Design procedures.					
RA 5865(6)	3	Production of Repair Parts (MRP Part 21.A.439)	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 an appropriately recognized Production Organization (PO) [<i>in accordance with RA 5835 (1)</i>]; or b. By an Approved Maintenance Organization (AMO) [<i>i.a.w RA 4800 to 4821 (MRP 145)</i>], or a Military Maintenance Organization (MMO) [<i>i.a.w RA 4809</i>].	As the appointed DO and/or CDO, the Contractor shall ensure the production of repair parts is i.a.w RA 5865(6) AMC and GM.					
RA 5865(7)	3	Repair Embodiment (MRP Part 21.A.441)	The embodiment of a repair shall be made: a. By an appropriately recognized PO [<i>iaw RA 5835</i>]; or b. By an AMO [<i>iaw RA 4800 - RA 4821 (MRP Part 145)</i>] or MMO using the necessary installation instructions issued by the TAA or a privileged DO	As the appointed DO and/or CDO, the Contractor shall embody any repairs i.a.w RA 5850(7).					
RA 5865(8)	3	Limitations(MRP Part 21.A.443)	The instructions and any limitations for a repair design shall be submitted by the repair design approval holder to the TAA.	As the appointed DO and/or CDO, the Contractor shall ensure a repair is accompanied by instructions for embodiment together with a CofD which lists the appropriate limitations and submitted to the AE TAA.					
RA 5865(9)	3	Unrepaired Damage (MRP Part 21.A.445)	When a damaged Product, Part or Appliance is left unrepaired and is not covered by previously approved data, the TAA or a privileged DO shall approve its continued use	As the appointed DO and/or CDO, the Contractor shall, when authorised under specific privileges, approve the continued use of an unrepaired damaged product. RA 5865(9) AMC and GM shall apply.					
RA 5865(10)	3	Record Keeping(MRP Part 21.A.447)	For each repair, all relevant design information, drawings, test reports, instructions and limitations possibly issued in accordance with 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.	As the appointed DO and/or CDO, the Contractor shall keep records of all repairs for a minimum of 5 years beyond the AE system's OSD.					

RA 5875(1)	4	(European) Technical Standard Order	The TAA shall ensure that the technical conditions of the (E)TSO article are suitable for the intended use in or on the Air System.	As the appointed DO and/or CDO, the Contractor shall, where applicable, provide all technical conditions for verification by the AE TAA					
RA 5885(3)	3	Identification of Parts and Appliances (MRP Part 21.A.804	The TAA or Commodity Chief Engineer (CE) shall ensure that each Part or Appliance is permanently and legibly marked in accordance with (iaw) the applicable design data	As the appointed DO and/or CDO, the Contractor shall ensure that each part or appliance is permanently and legibly marked in accordance with the applicable design data. RA 5885(3) AMC and GM shall apply.					
RA 5885(4)	4	Identification of Critical Parts(MRP Part 21.A.805)	The TAA or Commodity CE shall ensure that, in addition to the requirements of RA 5885(3), each manufacturer of a Part which has been identified as a critical part [8] shall permanently and legibly mark that Part with a Part number and a serial number [8] A Critical Part is a Part, the failure of which could have a catastrophic effect on the Air System in which it is installed	As the appointed DO and/or CDO, the Contractor shall, in addition to RA 5885(3), ensure that parts identified as 'critical' are permanently and legibly marked with a part number and a serial number i.a.w RA 5885(4) AMC and GM apply					

Compliant with evidence

Supplier will be compliant with this RA from contract award, or as otherwise advised with our offer.

Additional Requirements: For the following requirements, the Contractor is not required to show compliance with the full RA as per the title listed but shall comply with the specific elements as outlined, when applicable.

RA No.	Issue	Title	AE Rationale	Additional Requirements to Meet AE Compliance	Contractors Evidence and Statement of AE Compliance	Current Status	DT Comment	Full Compliance Target Date	Supplier Comment
ALL		Overarching RA Application to Airborne Equipment	The Military Aviation Authority's (MAA) Regulatory Publications (MRP), specifically Regulatory Article (RA) 1150, makes a clear statement that AE is not an Air System, however, it references several 1000 Series RAs applicable to the Airborne Equipment (AE) Community. Although the Regulations referenced in RAs were specifically written with respect to Air Systems, their intent is equally applicable to AE and to the risk management framework necessary to allow the AE Community to ensure Risk to Life (RTL) is managed appropriately. Therefore, the strategy is for the AE Community to comply with the intent of the MRP, with an acknowledgement that not all the rules can reasonably or practicably be applied to AE. As a result, specific RAs are flowed down to Contractors in order that the AE Type Airworthiness Authority (TAA) is able to execute his responsibilities. In this case those RAs listed in the RA Compliance Matrix are to be applied to this Contract and where appropriate referred to for guidance.	The appropriate text from each RA has been identified and amended (to make it AE-relevant) the Contractor should familiarise themselves with the full content of the associated RA Regulation, AMC and GM. For each statement, a 'preamble' has been provided, which is the core of that RA Rationale, with the specific requirement then stated in more detail.					
RA1014 (1) & (2)	7	Responsibilities of a Design or Co-ordinating Design Organization		As already stated, RA1014 is clear on the responsibilities of both a DO and CDO and further where DAOS applies. The DO should be able to demonstrate to the TAA that the initial design of a particular product, part or appliance is in compliance with the contract specification, and is airworthy and that independent Airworthiness scrutiny of the design has been undertaken. This applies to the system as a whole and where sub-systems (bought out) designed and supplied by another DO. If the DO feels that any item of equipment is not supported by a suitable body of evidence demonstrating its safety and airworthiness, it is to notify the Authority, identifying all shortfalls and proposed recovery action.					
RA1340(1)	4	Equipment Not Basic to the Air System	Equipment Not Basic to the Air System (ENBAS) is the generic term used for weapons, Role Equipment, releasable stores, Airborne Equipment, Aircrew Equipment Assemblies, Carry-on Equipment and other items used to support the operation of the Air System; such equipment will form part of the Air System Safety Case (ASSC) and it is fundamental that these are included in the Release To Service (RTS) or appropriate Military Permit To Fly (MPTF). Not having all ENBAS identified and understood (eg use, limitations, etc) in the RTS or appropriate MPTF and ASSC could result in the Air System's stakeholders incorrectly utilizing the ENBAS. To ensure ENBAS are correctly and completely identified and understood within the RTS or appropriate MPTF and ASSC, Safety Assessments are required for each equipment type. The ENBAS defined in the RTS or appropriate MPTF are the definitive ENBAS for the Air System, and allow for peacetime training, exercise, contingency, threat and war conditions	As a minimum, the Contractor should consider the specific items listed below when advising The Authority on the safe design of the AE systems concerned. In all cases the full content of the RA should be considered. RA1340(1) should be consulted. <ul style="list-style-type: none">o AE all up mass.o Structural loading of any platform.o Electrical loading (where appropriate).o Equipment restraint and stability.o Electro-magnetic compatibility (where appropriate).o Environmental factors, including:<ul style="list-style-type: none">- Vibration.- Humidity.- Contamination (use of oils etc.).- Effects of pressurisation/depressurisation.- Temperature.o Illumination and the effects on NVG devices.o Safe separation of the platform from the aircraft and the load from the platform (where applicable) once in descent.o The effects of wind at the point of despatch, descent and on landing, particularly where the use of parachute disconnect systems are employed.o Failure modes, effects and their criticality to the ENBAS and the platform.o Human factors.o Consider all aspects of the operation of the ENBAS when carried on the AE platform.o Ensure all ENBAS are captured or referenced in the platform's Certificate of Design.o Ensure Test and Evaluation is specified to satisfy the safe carriage of ENBAS by the AE platform.					
RA2370 (1) & (2)	5	Test and Evaluation Governance Test and Evaluation Personnel	Test and Evaluation (T&E) activity provides evidence that is used to support the AE System Safety Case. The Risks to Life (RTL) associated with this activity are two-fold: firstly the process of evidence gathering has the potential to present a greater RTL than that associated with the routine operating environment, and secondly the generation of flawed evidence may negatively impact on the subsequent ASSC. Therefore T&E activity, and the associated evidence-generation, needs to be conducted and supervised by approved organizations and Suitably Qualified and Experienced Person (SQEP).	The Contractor will be expected to undertake and/or be involved in T&E in order to support the release to service use of AE systems within the definition of the Contract. RA2370 should be consulted. <ul style="list-style-type: none">o Where The Contractor undertakes or is involved in T&E activity it will ensure that activity is subject to governance by SQEP for its endorsement and approval for personnel to conduct and/or take part.o T&E activity shall only be designed, planned, supervised and conducted by SQEP. The Contractor should record evidence of T&E competencies (including training, qualifications, and experience) and T&E currency.					
RA5212(1)	5	Weight and Moment Determination	The handling qualities of an AE system may be affected by the mass, Centre of Gravity (CG) and Centre of Balance (CB), which are used to determine the approved carriage and descent characteristics. Misrepresentation of the mass, CG and CB of an AE system could have an adverse impact on the AE's performance and the handling qualities of the associated despatch aircraft. In order to ensure the approved characteristics are maintained it is essential that the mass, CG and CB limits are accurately established and recorded.	The Contractor shall determine the mass, CG and CB of each AE system by appropriate means before final delivery of the initial production or Major Change in the system's design. RA5212(1) and (4) should be consulted.					
RA5726 (1)	2	Integrity Management	The technical and organisational uncertainties associated with military aviation contribute to a complex range of hazards that may compromise AE System Integrity. A comprehensive, through-life, Integrity Management (IM) approach enables these potential Safety and Airworthiness threats to be managed, starting with the design of the system.	The Contractor shall be responsible for putting in place an IM strategy and ensuring it is applied to support the AE TAA. As a key enabler in support of an AE System's design, The Contractor should ensure an IM programme is in place prior to the AE System In-Service Date (ISD) and is maintained throughout the life of the AE System. RA5726(1) should be consulted.					