

25 May 2023

MAA/RI/2023/03 – Cyber Security for Airworthiness and Air Safety

Issue

1. There is a need to recognize that the requirement for compliance with Cyber Security for Airworthiness (CSA) and Air Safety Regulations RA 1202¹ and RA 5890² may not be immediately achievable for Air Systems that have been developed beyond Phase 2³ of the Military Air Systems Certification Process (MACP), nor for Legacy Air Systems. This Regulatory Instruction (RI) provides direction to the Regulated Community (RC) with responsibilities for CSA.

Scope

2. This RI is related to CSA considerations to Type Design and Changes / Repairs to Type Design of Air Systems, as well as the through-life management of Air Systems.

Aim

3. This RI is aimed at members of the RC with responsibilities for CSA.

Implementation

4. This RI is effective from publication of the CSA and Air Safety RAs (RA 1202 and RA 5890).

Background / Introduction

5. Active CSA measures are required to identify and mitigate against the inadvertent or malicious introduction of cyber vulnerabilities to Air Systems, to maintain Airworthiness and Air Safety. This has led to the creation of MRP Regulations RA 1202 and RA 5890, in addition to amendments to responsibilities in RA 1015⁴ and RA 1020⁵, which detail the requirements to suitably mitigate potential impacts on Airworthiness due to cyber risks.

Transitional Arrangements

6. It is recognized that full compliance may not be immediately achieved for Air Systems that have been developed beyond Phase 2 of the MACP, nor for Legacy Air Systems, therefore latitude is granted in order to achieve agreed compliance with RA 1202 and RA 5890.

7. Aviation Duty Holders (ADH) / Accountable Managers (Military Flying) (AM(MF)) and Senior Responsible Owners (SRO) **should** reach the following milestones enroute to compliance:

RA 1202

- a. By 01 May 2024: Air System Safety Case (ASSC)⁶ to be updated to reflect the current position with respect to CSA requirements. For Live ASSCs, identified Risk to Life (RtL) **should** be

¹ Refer to RA 1202 – Cyber Security for Airworthiness and Air Safety, Initial Issue.

² Refer to RA 5890 – Cyber Security for Airworthiness and Air Safety – Type Design and Changes / Repairs to Type Design, Initial Issue.

³ Phase 2 of the MACP refers to the establishment and agreement of an Air System's Type Certification Basis, refer to RA 5810(4): Type Certification Basis (MRP Part 21.A.15).

⁴ Refer to RA 1015 – Type Airworthiness Management – Roles and Responsibilities.

⁵ Refer to RA 1020 – Aviation Duty Holder and Aviation Duty Holder-Facing Organisations – Roles and Responsibilities.

⁶ Refer to RA 1205 – Air System Safety Cases.

assessed and mitigated in context to both As Low As Reasonably Practicable (ALARP) and Tolerable.

b. By 01 May 2025: Achieve compliance to RA 1202.

8. Type Airworthiness Authorities / Type Airworthiness Managers **should** reach the following milestones enroute to compliance:

RA 5890

a. By 01 May 2024: Undertake an assessment in line with RA 5890 and inform ADHs / AM(MF) / SROs of any potential Risk.

b. By 01 May 2025: Achieve compliance to RA 5890; this should include evidence of the communication and formal acceptance of any residual Risks from ADHs / AM(MF) / SROs to support the update of the ASSC.

Queries

Any observations or requests for further guidance on the content of this RI should be submitted by email to DSA-MAA-MRPEenquiries@mod.gov.uk.

DSA MAA Head Regulation and Certification