

MAA Regulatory Publications

Frequently Asked Questions



FAQ	ANSWER
Will the MRP be searchable?	<p>Due to the limitations of the Content Management System underpinning the Defence websites, searching will be limited. Initially, the MRP will be a collection of PDF files and these will have to be searched individually.</p> <p>On the MAA internet site each Series appears as a single PDF file whereas on the intranet site security regulations mean that each series has had to be listed as sub-streams. Hence, you may find the internet site easier to navigate.</p> <p>The MAA aspires to develop a fully searchable web-based solution in the near-future; a project to deliver this has been initiated.</p>
How often will the MRP be amended?	<p>Changes to Technical regulations will be issued as and when the analysis is complete and changes have been approved. All other changes to documents, RAs and manuals will be issued on a biannual basis. This will be supplemented by interim amendments where required either by AIL or, for urgent requirements, by Regulatory Instruction (RI) /Regulatory Notice (RN).</p>
How can an amendment be proposed?	<p>The process is described in Chap 3 of the MAA01 and a Request For Change (RFC) form is on the MAA website.</p>
You stated less than 5% of regulatory requirements are new. Can these changes be readily identified?	<p>RNs and RIs issued prior to late Feb 11 have been incorporated. Significant errors or conflicts have been corrected. New or amended content is identified by coloured text and a side-bar.</p>
What will happen to the issued RN/RIs?	<p>The RN/RIs subsumed into the initial issue of the MRP will be withdrawn on 1 Aug 11. Those affected are listed on the MRP site.</p>
If only the structure and format has been changed, when will we see changes to the content?	<p>As part of the development process, a number of future changes have been identified and more will emerge from workstreams covering CAMO, Certification and more on contractor flying operations. The first scheduled amendment will be in Nov 11 and a number of changes will be introduced at this point. Alongside this, the MRP will be subject to continual improvement as part of routine business.</p>
How was quality assurance/checking of the new MRP undertaken?	<p>At the initial stage, the content and audit trail (mapping the source material to the new regulatory material), was checked by a minimum of 2 of the editorial team. Additionally, there has also been a contractor led check of format and language consistency with the agreed template. Each of the final drafts were subsequently reviewed and approved at SO1 to 1* level, and further samples have been checked by MAA staff up to 3* level.</p>
How do we know the MRP is good enough?	<p>The changes that have been implemented have been designed to make the regulatory material easier to read, teach, assimilate and apply, and the structure and layout have been benchmarked against global best practice.</p>

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	However, the MRP will be continually reviewed and developed through internal processes and input from the regulated community, such that it remains a world class set of regulations.
Will there be a cross referencing map in the new MRP?	There will be a mapping tool in MS Excel format mapping where each element of the legacy regulations reside in the MRP; this is available on the MAA website. This should allow referencing both ways (new to legacy/legacy to new).
On what basis was a 5-month timescale for housekeeping of subordinate orders and instructions chosen?	This was a balance between the need to ensure the MRP becomes the established regulation set with reference to legacy publications removed from terminology, and allowing time for organizations to apply resource to undertake the changes, principally to references. This was informed by engagement with a number of stakeholders within DE&S and FLCs.
What has happened to previously submitted amendment proposals to the current regulatory set? Will they be taken forward into the new MRP?	There was a clear directive to only change the material requirements of the regulations where absolutely necessary. Changes required to correct typos, spellings, organizational change, etc have been incorporated. Other more substantial change has not yet been incorporated but has been captured and will be prioritised for inclusion in the routine amendment process.
How should alternative AMCs be proposed to the MAA? How will they be approved and by who?	In simple terms, the responsible person in the regulated organization with appropriate authority will produce a case to argue why an alternative means of compliance with the regulation will be equally effective in meeting the requirement. This will be presented to the MAA for approval. The full process for how the MAA will handle the request will be captured in MAA03.
What is the impact of the regulatory changes to extant contracts and new contracts?	The legacy MARDS and process Def Stans will become be archived and declared obsolescent (ie will not be maintained) wef 1 Aug 11, when the MRP is enacted. Contracts referencing the legacy standards will still be valid; however, the new MRP should be considered for all new contracts and contract reviews. Deficiencies affecting RtL between the legacy standards and the new MRP should be identified and managed as risks. The MAA will undertake regular strategic reviews of the RtL associated with legacy contracts not contracting to the new MRP as revised regulation diverges from the contractual baseline.
How will a reader know that they are viewing an obsolescent publication post 1 Aug 11?	They will be clearly marked.
What will be the boundary between the MRP and weapon safety regulations?	Currently the MAA regulates the carriage and release of weapons and other explosive stores from air systems. Where regulations covering weapon systems were in the legacy regulations, they will remain in the MRP. The boundary for the regulatory activities undertaken by the MAA is under review and this may expand in the area of long endurance guided weapons (including loitering munitions) in due course.
Def Stan 00-56 sits outside the MAA's document set, where is there harmony between the two? How are the broader safety aspects being taken forward?	A number of the 80 Nimrod Review recommendations accepted by SofS are being addressed by the Wider Aspects Steering Group through Workstreams under the governance of the DESB. DG MAA retains a link to the DESB and MAA is represented on the editorial committee for Def Stan 00-56;

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	A D S offered a draft Aerospace Annex to Def Stan 00-56 which is being considered.
How does the MAA justify no longer providing amended hard-copy publications?	There are ongoing problems with the configuration control, production and distribution of hard-copies. Also, the cost can no longer be justified. The MAA is moving forward in the electronic information age and with widespread access to the internet and Dii, the MRP will be readily available. The MRP will be made available on CD/DVD should the need arise and there will be the ability to print hard-copy should the user require it.
When will the new, intuitive, smart web-hosted solution come on line?	This is being run as a separate project within the MAA with a target to deliver a solution by Apr 12.
Is there value in FLCs having a similar format for their policy docs?	The principle to be applied is that subordinate policy, orders and instructions should only be produced where amplification of the MRP is required. It is for the DH or Commander to determine what is best for them in terms of format, etc. However, the MRP has been born out of benchmarking of global best-practice and the MRP format should be considered.
How will the MAA consult on new or changed regulations?	The MAA will abide by the Hampton Principles for good regulation. This will involve consultation and development of impact assessments, where required.
Will other Def Stans be incorporated into the MRP?	The Design Standards for Service Aircraft (Def Stan 00-970) and Military Air Traffic Equipment (Def Stan 00-972) will most likely remain as Def Stans for the foreseeable future. Def Stan 00-972 has just been issued, whereas parts of Def Stan 00-970 are due a full review. The content and format will be subject to continual improvement as part of routine business.
Who do I contact for any advice on the MRP?	Specific POCs are listed on the MRP pages within the MAA intranet site. However, your normal MAA contacts should be able to help with most queries.