

RA 4809 - Acceptance of Components (MRP 145.A.42)

Rationale

The Maintenance of Air Systems requires the replacement and subsequent movement of components between organizations. Failure to correctly identify, classify and trace the history of components could lead to unauthorized and unsuitable items being accepted by Maintenance organizations, potentially compromising Airworthiness and increasing Risk to Life. This RA requires a Maintenance organization to only accept components if they have been correctly identified and classified.

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4809(4): Withdrawn incorporated into RA 4809(1)

Definitions

Definitions Relevant to this RA

1. **Airworthy Certified Item (ACI)**. A logistical term and marker that indicates that an item is airworthy Air System materiel¹, that when fitted to or used on an Air System, enables it to operate safely in flight and on the ground without significant Hazard to Aircrew, ► **Supernumerary Crew**, ◀ ground crew, Passengers or third parties throughout its lifecycle.

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Component Classification and Documentation (MRP 145.A.42(a))

4809(1) Components **shall** be classified through documentation and appropriately segregated into the following categories:

- a. Serviceable condition:
 - i. New components, sub-categorized as:
 - (1) Standard Parts² used on aviation Products, Parts and Appliances when specified in the Instructions for Sustaining Type Airworthiness (ISTA)³ released by the Type Airworthiness Authority (TAA)⁴. ► **These can be referred to as Air System General Spares (AGS) and include nuts, bolts, washers, split pins, etc.** ◀
 - (2) Material both raw and consumable used in the course of Maintenance when the Maintenance organization is satisfied that the material meets the required specification and has appropriate traceability.
 - (3) Non-Standard Parts, being those parts that do not fall under the definition of Standard Parts or material. ► **Non-Standard Parts are normally more**

¹ All Products, Parts, Appliances along with Equipment Not Basic to the Air System (Refer to RA 1340 - Equipment Not Basic to the Air System) which supports its operation as authorized in the Air System Release To Service (Refer to RA 1300 – Release To Service) and listed in the appropriate Air System Document Set (ADS).

² Refer to MAA02: MAA Master Glossary for definition.

³ Refer to RA 5815 – Instructions for Sustaining Type Airworthiness.

⁴ Where the Air System is ► **not UK MOD-owned, Type Airworthiness (TAw) management** ◀ regulatory Responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model ► ◀; refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependent on the agreed delegation of TAw Responsibilities TAM may be read in place of TAA as appropriate throughout this RA.

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complex components subject to Modification, Repair and / or overhaul schemes. ◀

- ii. Used non-Standard Part components following test, Maintenance, Modification, overhaul or Repair.
- b. Unserviceable components.
- c. Unsalvageable / Scrap components which have reached their certified life limit or contain a non-repairable Fault **shall not** be permitted to re-enter the component supply system as a Serviceable component unless the TAA or a Military Aviation Authority (MAA) approved Design Organization (DO) has either:
 - i. Extended certified life limits; or
 - ii. Approved a recovery solution.

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2. The identification, serviceability state and traceability of Products, Parts and Appliance components for an Air System is vital in maintaining the Airworthiness and operational role of an Air System. As such all components **should** be accompanied by appropriate documentation accurately reflecting their classification.
3. **Appropriate Documentation.** Within this RA two primary component documentation terms are used throughout for the classification of a component:
 - a. **Certificate of Conformity (CoC)².** A CoC **should** meet all the following conditions:
 - (1) It is issued from the Original Equipment Manufacturer (OEM) for new components only.
 - (2) It contains the information requirements of Defence Condition (DEFCON) 627⁵.
 - (3) Traceability of Certification can be maintained.
 - (4) CoCs for Air System's Products, Parts or Appliances **should** be retained dependent upon its through life traceability:
 - (a) For items not traceable through Serial Numbers, for a minimum of 5 years beyond the Out of Service Date⁶ of the Air System⁷.
 - (b) For items traceable through Serial Numbers, to the same retention period of that of an Authorized Release Certificate (ARC), see paragraph 3.h(3).
 - b. Original CoCs **should** be retained by the ▶MOD◀ Organization that receipted the item into the MOD (eg Delivery Team (DT), ▶MOD supply depot◀ or Main Operating Base (MOB)). A copy of the CoC **should** be provided within the MOD, as required, to allow confirmation of the conformity of the component.
 - c. ▶Approved Maintenance Organizations (AMOs) receiving components from outside of MOD supply chains **should** retain a copy of the CoC. A copy of the CoC **should** be sent with any forward movement of the component. ◀
 - d. Standard Parts **should** be supplied in OEM primary packaging, unless it has been necessary to broach the primary packaging to satisfy a demand for a partial quantity. In this case a correctly completed MOD Form 3910

⁵ DEFCONs can be found within The Commercial Toolkit in the ▶Knowledge in Defence,◀ hosted on the Defence Gateway. ▶◀

⁶ This is 5 years beyond the de-registration from the UK Military Aircraft Register of the last Air System of type.

⁷ Refer to Defence Logistics Framework Retention of Material Accounting Records:

<https://dlf.defencegateway.mod.uk/publisher.kc/Rule Knowledge Centre/20190301-Retention of Materiel Accounting Records.pdf>.

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(Consumable Equipment Item Label)⁸ **should** be attached to the item that is being dispatched to provide traceability to the original CoC.

Note:

The MOD Form 3910 itself does not constitute a CoC or ARC, it is a Consumable Equipment Item Label only, that replaces the component's original packaging label to provide the necessary identification and traceability to the CoC.

e. MOD Form 3910s for Air System components (Airworthy Certified Items⁹) are differentiated from non-Air System components by the completion of the mandatory asterisked fields of "Batch No"^{▶10◀} and "Manufacturer / Contract No", along with the "North Atlantic Treaty Organization (NATO) Stock Number (NSN)" and the "Short Item Name". It is these details that **should** be completed to provide traceability to the original CoC.

f. NSNs may be served by multiple Part Numbers which in some cases has included a mixture of Air Certified Items and Non-Air Certified Items¹¹. An amendment has been submitted to the MOD Form 3910 to include Part Number as a separate field, however, in the interim to enable positive identification of items as Air Certified Items personnel **should** include the Part Number within brackets after the NSN on MOD Form 3910 compilation.

g. **ARC.** An ARC contains the same information as a CoC with additional sections relevant to Repairable or life-limited non-Standard Parts, where accurate recording and traceability is essential in determining their Airworthiness throughout their lifetime.

h. An ARC **should** meet all the following conditions:

- (1) Clearly identify the classification category of the component ie Serviceable, Unserviceable or unsalvageable / scrap.
- (2) Meet all the applicable¹² requirements of DEFCON 627⁵ paragraph 4.
- (3) Be retained until such time as the information contained is replaced, transferred or cleared and is therefore no longer of any Airworthiness value^{13, 14}.
- (4) Provides life limiting data information or cross reference to its accessible Engineering Record Card data (hardcopy or digital), as appropriate.
- (5) Be supported by clear instructions for use, to ensure accuracy of completion.
- (6) Not contain a mixture of both Production and Maintenance (new and used) items.
- (7) Be signed (hardcopy or digital) by an individual authorized by the Organization to release the component under the appropriate classification.
- (8) **▶ Be an MAA approved ARC detailed in Annex A or a form that has an approved MAA's Alternative Acceptable Means of Compliance (AAMC), Waiver or Exemption (AWE)¹⁵. ◀**

⁸ Found in the Defence Logistics Framework.

⁹ Refer to Defence Logistics Framework: <https://dlf.defencegateway.mod.uk/Processes.htm>.

¹⁰ **▶ Batch numbers may also be referred to on documentation or packaging in other terms such as lot, run, or series numbers / references, if in doubt advice should be sought from the appropriate DT or vendor. ◀**

¹¹ Refer to DATIN-17 Risk and Resolution Management of Non Conforming Air System Items in the Joint Supply Chain V2.0.

¹² ARCs raised from non-contracted sources will not attract contractual detail requirements.

¹³ Refer to RA 4813 – Maintenance Records (MRP 145.A.55).

¹⁴ ARCs are to be retained, as a minimum, to the same category D retention classification for a MOD Form 731 - Equipment Conditioning Label, Manual of Airworthiness Maintenance – Documentation (MAM-D) refers.

¹⁵ **▶ Refer to MAA03: MAA Regulatory Processes. ◀**

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- i. Forms detailed within Annex A have been reviewed by the MAA and **should** be accepted as ARCs when correctly completed within the defined contexts and signed by an authorized individual¹⁶.
4. **Component Classification.** Components **should** be classified within the following classifications:
- a. **Serviceable Components.** All Serviceable components **should** be accompanied by appropriate documentation as:
- (1) **New Components.** New components **should** be accompanied into Service by a CoC or an ARC dependent upon the component type:
- (a) **Standard Parts.** Standard Parts **should** only be considered Serviceable providing they **are either**:
- i. **Accompanied by an appropriate CoC or an ARC which provides full batch / liding details, as appropriate.**
- ii. **Accompanied by an appropriate MOD issue voucher, the parts are in unbroached primary packaging and traceability to the CoC is maintained. When not in unbroached primary packaging, a correctly completed MOD Form 3910 **should** be present in lieu of the original packaging label. ◀**
- (b) Standard Parts with MOD Form 3910s missing any of the data as detailed in paragraph 3.e, **should not** be issued to any Defence Aviation Maintenance Organization, or installed into any Air System or Air System component. Provenance (traceability to the original CoC that matches the items details in the ADS) **should** be established or clearance to issue **should** be obtained from the appropriate TAA or Commodity Chief Engineer (Commodity CE).
- (c) Where TAAs or Commodity CEs evaluate there is a need to use Standard Parts without Airworthiness provenance they **should** apply for a Waiver / Exemption¹⁵ against RA 4809(1) for 'The Use of Standard Parts Without Provenance'.
- (d) Any Waiver / Exemption application **should** include as a minimum:
- i. A Safety Assessment which **should** consider the criticality of the Standard Parts, taking into account the impact of failure of the component, including second and third order implications.
- ii. Instructions which **should** be implemented for Maintenance organizations, providing details of:
- (i) Areas where these Standard Parts **should**, or conversely, **should not** be fitted.
- (ii) Checks that **should** be performed to ensure that the Standard Part is of the correct NSN and Part Number.
- (iii) The minimum training and experience criteria and any local Authorization requirements that personnel **should** meet for determining if Standard Parts are appropriate for fitment in points (i) and (ii) above.
- (e) **Raw and Consumable Material.** Raw and consumable material **should** only be considered Serviceable if accompanied by documentation clearly relating to the material and containing the 'conformity to specification' statement as well as both the

¹⁶ Refer to RA 4806(5): Personnel Competences and Authorization (MRP 145.A.30(e)).

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manufacturer and supplier¹⁷ source details. Examples of raw and consumable materials are:

- i. Raw material is any material that requires further work to make it into a component part of the Air System, such as metal, plastic, wood, fabric.
- ii. Consumable material is any material which is only used once, such as lubricants, cements, compounds, paints, chemical dyes and sealants.

(f) **►New◄ Non-Standard Parts.** ►New◄ Non-Standard Parts **should** be accompanied by ►an appropriate CoC or◄ ARC and contain correct and sufficient detail to enable the Organization to determine the parts suitability for use / installation.

(2) **Used Components.** Used components released following test, Maintenance, Modification, overhaul or Repair **should** be released on an appropriate ARC, containing correct and sufficient detail to enable the Organization to determine the parts suitability for use / installation.

b. **Unserviceable Components.** The organization **should** ensure the identification of any Unserviceable components by means of an 'Unserviceable' document, which **should**:

- (1) Be clearly identifiable as applying to an Unserviceable component.
- (2) Clearly pertain to the component by use of identifiable part / reference number¹⁸ and serial number details where applicable.
- (3) Provide a description of the Fault, defect or malfunctions reported or detected or cross reference to where these details are held.
- (4) Contain life limiting data information or cross reference to its accessible Engineering Record Card data (hardcopy or digital), as appropriate.
- (5) Be affixed by means to prevent unintentional separation from the component.

c. **Unsalvageable / Scrap Components.** The following types of components **should** typically be classified as unsalvageable / scrap:

- (1) Components with non-Repairable Faults, whether visible or not to the naked eye.
- (2) Components that do not meet Design Specifications and cannot be brought into conformity with such specifications and are not approved for use as part of a DO's Concession.
- (3) Components subjected to unacceptable Modification or rework that is irreversible.
- (4) Certified life-limited components that have reached or exceeded their certified life limits or have missing or incomplete records.
- (5) Components that cannot be returned to an airworthy condition due to exposure to extreme forces, heat or an adverse environment.
- (6) Components for which conformity with an applicable Airworthiness Directive (AD) or Special Instruction (Technical) (SI(T)) cannot be accomplished.
- (7) Components for which Maintenance records and / or traceability to the manufacturer cannot be retrieved.

¹⁷ Within the boundaries of MRP Part 145 Regulations a supplier is defined as any source providing components, Standard Parts or materials to be used for Maintenance. ►◄

¹⁸ Part Number, NATO Stock Number or Section Reference details.

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- d. Unsalvageable / scrap components **should** be segregated and clearly labelled as unsalvageable / scrap until they are disposed of in accordance with (iaw) extant Regulations and approved processes.
 - e. As part of the disposal process consideration **should** be given to mutilation of the component to ensure it is beyond economical salvage or Repair.
5. Prior to the return and / or transfer of a non-Standard Part between Maintenance organizations or into the supply / logistics organization, the item **should** have its serviceability classification state determined¹⁹ by an appropriately authorized individual¹⁶.
6. ► **Annex B provides a summary of how components should be classified and the appropriate document that should be used to allow a Maintenance organization to accept the part.** ◀

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Component Classification and Documentation (MRP 145.A.42(a))

7. **Certificate of Conformity.** For clarification, the CoC² is the document produced by the component manufacturer that contains a mark (normally a signature or stamp) to certify its Quality to an approved standard. It may also be known as the Certificate of Conformance, ►◀ Certificate of Compliance ► or similar. ◀
8. A CoC may be utilized for new Standard and Non-Standard Parts.
9. A CoC is not to be confused with a MOD Form 640 (Advice and Inspection Note) / 650 (GFE) (Advice and Receipt Note), United States Department of Defence Form DD250 or other asset management form. These documents are not CoCs and do not fulfil the requirements for a CoC²⁰.
10. MOD logistics policy permits CoCs to be held at DT / ► MOD supply depot ◀ / MOB where the item(s) is initially received. Components may be dispatched to Maintenance organizations without a copy of their respective CoC attached, provided that all of the following conditions are met:
- a. The component was accompanied by a CoC on receipt into the MOD. If required, the DT / ► MOD supply depot ◀ / MOB can provide the original CoC for clarification in this regard.
 - b. The component has been received by the Maintenance organization through the MOD, with an accompanying issue voucher, as a Serviceable item.
 - c. The component is delivered to the Maintenance organization in unbroached primary packaging, unless it is for Standard Part(s) where the quantity demanded required the primary packaging to be broached, and is accompanied by a correctly completed MOD Form 3910.
 - d. All ISTA Maintenance data (Modification state, component life, etc), as applicable, is available on certified documentation elsewhere.
11. The MOD Form 3910 is used on broached consumable Standard Parts to replace the packaging label to readily identify the package contents. The CoC held at DT / ► MOD supply depot ◀ / MOB remains the documentary proof that the component meets the requisite standard, therefore iaw paragraph 3 above the MOD Form 3910 must include manufacturer / contract and batch ►¹⁰◀ details. This provides necessary traceability to the original CoC, to enable the correct identification and provenance of Standard Parts when required.
12. Where an organization cannot meet condition 3.h(8) of an ARC they may apply to the MAA through the ► AWE process¹⁵ ◀ for its use.

¹⁹ Within Military Maintenance Organizations (MMOs) the process of determining and assigning a serviceability classification state to an item of technical equipment is known as conditioning, refer to the Manual of Airworthiness Maintenance – Process (MAM-P), Chapter 4.10 - Technical Equipment – Conditioning and Preparation for Movement or Storage.

²⁰ Refer to Knowledge in Defence: Certificate of Conformity (CoC) - Managing Quality - KiD - UK MOD: <https://www.gov.uk/guidance/knowledge-in-defence-kid>.

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13. ► **Components Without Documentary Provenance.** As detailed in para 4.a(1)(c) TAAs and Commodity CEs may apply to the MAA for an AWE for the use of Standard Parts without provenance. The AWE submission will include:
- a. A detailed process of how the determination of a components suitability for installation / use is undertaken.
 - b. The criteria required for an individual to be able to authorize installation / use.
 - c. Limitations to where Standard Parts without provenance cannot be installed / used.
14. Para 4.c(7) above states that “typically” components for which Maintenance records and / or traceability to the manufacturer cannot be retrieved, will be classified as Unsalvageable / Scrap, however TAAs may authorize the use of these following appropriate investigations and / or tests. ◀
15. **Unsalvageable / Scrap Components.** Caution is to be exercised to ensure that unsalvageable / scrap components are disposed of in a manner that does not allow them to be returned to service, such as mutilation of the component. Mutilation, is to be accomplished in such a manner that the components become permanently unusable for their originally intended use and cannot be reworked or camouflaged to provide the appearance of being Serviceable by:
- a. Replating.
 - b. Shortening and rethreading long bolts.
 - c. Welding.
 - d. Straightening.
 - e. Machining.
 - f. Cleaning.
 - g. Polishing.
 - h. Repainting.
16. Mutilation may be accomplished by one or a combination of the following procedures:
- a. Grinding.
 - b. Burning.
 - c. Removal of a major lug or other integral feature.
 - d. Permanent distortion of parts.
 - e. Cutting a hole with cutting torch or saw.
 - f. Melting.
 - g. Sawing into many small pieces.
17. The following procedures are examples of mutilation that are often less successful because they may not be consistently effective:
- a. Stamping or vibro-etching.
 - b. Spraying with paint.
 - c. Small distortions, incisions, or hammer marks.
 - d. Identification by tags or markings.
 - e. Drilling small holes.
 - f. Sawing into two pieces only.

Regulation 4809(2)

Suitability of Components (MRP 145.A.42(b))

- 4809(2) Prior to the installation of a component, ► or use of a material, ◀ the organization **shall** satisfy itself that the ► ◀ component ► / material ◀ is suitable ► for installation / use. ◀ To be considered suitable ► it ◀ **shall** be:
- In an acceptable state.
 - Within any applicable life limitations for use.
 - Appropriately conditioned / released.
 - At the correct Modification or AD / SI(T) standard, as applicable. ◀

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Suitability of Components (MRP 145.A.42(b))

Common AMC

- Where components are not supplied through MOD contractual supply sources, Maintenance organizations **should** have a procedure in place for assessing suppliers¹⁷ as part of its acceptance of components procedures. ◀
- The organization **should** check all supporting documentation for accuracy against the received component ► / material. ◀
- The organization **should** carry out a physical inspection of the component ► / material ◀, prior to installation ► / use. ◀
- The organization **should** ensure that the component meets technical standards, such as the required design and Modification standard. This may be accomplished by reference to ISTA.
- The organization **should** also ensure that the component ► / material ◀, complies with applicable SI(T)s or AD and be aware of the status of any life limited parts fitted to the Air System component.
- For components that require an Engineering Record Card (ERC), the ERC **should** be controlled.
- For component / material subject to lifing, it **should** be within its life limitations. ◀

Guidance Material 4809(2)

Suitability of Components (MRP 145.A.42(b))

- The following list, although not exhaustive, contains typical checks to be performed during the physical inspection of the component prior to its installation to the Air System.
 - Verify the general condition of the component ► / material ◀ and it's packaging in relation to damage that could affect ► its ◀ integrity.
 - Verify that any life limitations of the component ► / material ◀ have not expired, and it is accompanied by the appropriate ERC if applicable.
 - Verify that items are received in the appropriate package in respect of the type of the component (eg correct Air Transport Association (ATA) 300²¹ or electrostatic sensitive devices packaging), when necessary.
 - Verify that the component has all plugs and caps appropriately installed to prevent damage or internal contamination. Care will be taken if tape has been used to cover electrical connections or fluid fittings / openings to remove any adhesive residues which can insulate electrical connections and contaminate hydraulic or fuel units.

²¹ ATA 300: Specification for Packaging of Airline Supplies. Provides packaging and testing guidelines for repairable and expendable units and components.

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e. Verify that any packaging or accompanying documentation states the applicable specification / standard, Part Number, batch number¹⁰, serial number, Modification state, embodiment of SI(T) and the quantity of the items and the manufacturing sources. If the material is acquired from different batches, acceptance documentation for each batch will be provided.

26. "Be appropriately conditioned / released" means that the component's serviceability has been confirmed²².

27. When used, the UK MAA Form 1, UK Civil Aviation Authority (CAA) Form 1, European Union Aviation Safety Agency (EASA) Form 1, National Military Airworthiness Authority (NMAA) European Military Airworthiness Requirements (EMAR) Form 1 template derivative or Federal Aviation Administration (FAA) Form 8130-3 identifies the status of an Air System component. The "Remarks" block 12 on the forms may contain vital Airworthiness related information, which may need appropriate and necessary actions. The MOD Form 731 or CoC may also contain additional Airworthiness related information beyond that prescribed.

**Regulation
4809(3)**

Local Manufacture / Fabrication of Components (MRP 145.A.42(c))

4809(3) 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 ISTA.

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Local Manufacture / Fabrication of Components (MRP 145.A.42(c))

Common AMC

28. Local manufacture / fabrication, inspection, assembly and test **should** be undertaken within the technical and procedural capability of the Maintenance Organization. All personnel **should** be specifically assessed as Competent¹⁶ for the tasks they are expected to complete.

29. Any locally manufactured / fabricated Part **should** be subjected to an inspection stage before, and preferably independently from, any inspection of its installation. The inspection **should** establish full compliance with the relevant manufacturing data, and the component **should** be unambiguously identified as fit for use by stating conformity to the relevant ISTA.

30. Adequate records **should** be maintained of all such local manufacture / fabrication processes including heat treatment and the final inspection.

31. All Parts, unless size prohibits it, **should** carry a Part Number which clearly relates it to the manufacturing / inspection data. Additional to the Part Number, the Organization's identity **should** be marked on the component for traceability purposes.

Additional AMC - MMOs only

32. The local manufacture / fabrication of Air System Parts **should** be undertaken iaw approved orders and procedures²³.

Additional AMC - AMOs only

33. The agreement by the MAA for the local manufacture / fabrication of Parts by the AMO **should** be formalized through the Approval of a detailed procedure²⁴ in the Maintenance Organization Exposition (MOE).

34. AMOs **should** only locally manufacture / fabricate Parts within its own facilities iaw procedures identified in the Exposition and approved by the MAA.

35. Items locally manufactured / fabricated by an AMO **should** only be used by that organization in the course of test, Maintenance, Modification, overhaul or Repair of Air Systems or Parts undergoing work within its own facility. The permission to locally manufacture / fabricate does not constitute Approval to manufacture multiple items, or

²² Refer to RA 4812(4): Certification of Component Release and Cannibalization (MRP 145.A.50(d)).

²³ Refer to RA 4815(2): Procedures for Good Maintenance Practices (MRP 145.A.65(b)).

²⁴ Refer to RA 4965 – Local Manufacture Assurance – MRP Part M Sub Part C.

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to supply externally. A MOD Form 731 (or equivalent) annotated in red ink, "FABRICATED ITEM IAW RA 4809(3) (MRP 145.A.42(c)) FOR EXCLUSIVE USE BY THE FABRICATING ORGANIZATION WITHIN ITS OWN FACILITIES" **should** be attached to the Part. This prohibition also applies to the bulk transfer of surplus inventory, in that locally manufactured / fabricated components are physically segregated and excluded from any delivery Certification.

36. Local manufacture / fabrication of Parts, Modification kits, etc, for onward supply and / or sale, **should not** be conducted by an AMO, unless they have been specifically Contracted to produce items by the MOD.

37. If an AMO is separately Contracted to produce items by the MOD, the AMO **should** be aware that the production contract falls outside of the MRP Part 145 Approval.

38. When locally manufacturing / fabricating Parts, care **should** be taken to ensure that the data used includes details of Part Numbering, dimensions, materials, processes, and any special manufacturing techniques, special raw material specification and / or incoming inspection requirement and that the approved organization has the necessary capability. That capability **should** be defined in the MOE. Where special processes or inspection procedures are defined in the ISTA, which are not available at the organization, the organization **should not** locally manufacture / fabricate the Part unless the Air System TAA gives an approved alternative. This principle also applies to the technique of 3D printing / additive manufacturing.

39. All locally manufactured / fabricated Parts ► (including those locally manufactured / fabricated to pattern) ◀ **should** be manufactured / fabricated iaw ISTA approved by the TAA.



40. For civil-derivative Air Systems, where a Type Certificate holder, DO or an approved Production Organization is prepared to make available complete data which is not referred to in ISTA, but provides manufacturing drawings for items specified in Parts lists, the local manufacture / fabrication of these items **should not** be considered as within the scope of an organization's Approval, unless agreed otherwise by the TAA iaw a procedure specified in the Exposition.

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Local Manufacture / Fabrication of Components (MRP 145.A.42(c))

Common GM

41. Nil.

Additional GM - MMOs only

42. Nil.

Additional GM - AMOs only

43. Examples of local manufacture / fabrication permitted for AMOs can include, but are not limited to, the following:

- a. Fabrication of bushes, sleeves and shims.
- b. Fabrication of secondary structural elements and skin panels.
- c. Fabrication of control cables.
- d. Fabrication of flexible and rigid pipes.
- e. Fabrication of electrical cable looms and assemblies.
- f. Formed or machined sheet metal panels for Repairs.

Regulation 4809(4)

Certification of Components as Unsalvageable / Scrap (MRP 145.A.42(d))

4809(4) Withdrawn incorporated into RA 4809(1).

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**Certification of Components as Unsalvageable / Scrap (MRP
145.A.42(d))**

44. Withdrawn incorporated into RA 4809(1).

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**Certification of Components as Unsalvageable / Scrap (MRP
145.A.42(d))**

45. Withdrawn incorporated into RA 4809(1).

ANNEX A

ACCEPTABLE AUTHORIZED RELEASE CERTIFICATES

46. The following documents meet the requirements of an ARC when correctly completed iaw their relevant instructions for use and in the contexts as depicted for new and / or used components:

a. **MOD Form 731 - Equipment Conditioning Label.** The MOD Form 731 is used to certify a component as Serviceable or Unserviceable and **should** be completed iaw the relevant Compilation Guide²⁵. Once completed, the MOD Form 731 **should** be folded to display the appropriate side of the Form and affixed to the relevant component.

b. **UK MAA Form 1.** A MAA Form 1 **should** ► **only be accepted from** ◀ a Maintenance organization that holds an extant Maintenance Approved Organization Scheme (MAOS) Approval from the UK MAA ► **at the time of issue,** ◀ under the following conditions:

(1) **New Parts.** The MAA Form 1 has blocks to detail the release of new item(s) (as would be permitted under a CAA Part 21 Production release for the CAA Form 1) however there is currently no equivalent MAA Regulation to underpin this Certification. Therefore, the UK MAA Form 1 **should not** be used to certify new components at this time.

(2) **Used Parts.** The MAA Form 1 **should** only be issued to certify used components within the scope of the issuing Organizations MAOS Approval.

c. Formatting instructions for the MAA Form 1 can be found in ► **Annex C** ◀ to these Regulations and the MAA Form 1 and its compilation instructions for use are available on the MAA website²⁶.

d. **UK CAA Form 1.** A CAA Form 1 **should** only be ► **accepted** ◀ for components, having dual applicability ►²⁷ ◀ under the following conditions:

(1) **New parts.** A CAA Form 1 **should** only be ► **accepted** ◀ for new items by a CAA Part 21 approved organization under CAA Part 21 Regulations for components with dual applicability ►²⁷ ◀, and is within the scope of the issuing Organization's Approval.

(2) **Used parts.** A CAA Form 1 **should** only be ► **accepted** ◀ for used parts when issued by a CAA Part 145 approved organization under CAA Part 145 Regulations for components, with dual applicability ►²⁷ ◀, and is within the scope of the issuing organization's Approval.

e. **EASA Form 1**²⁸. An EASA Form 1 has two variants the EASA Form 1 and the EASA Form 1-21 and **should** only be ► **accepted from** ◀ an appropriate EASA approved organization for components, having dual applicability ►²⁷ ◀ under the following conditions²⁹:

(1) **New parts.** An EASA Form 1-21 **should** only be ► **accepted** ◀ for Products, Parts and Appliances with dual applicability ►²⁷ ◀, issued under EASA Part 21 Regulations ► ◀.

(a) ► ◀

(b) ► ◀

(2) **Used parts.** EASA Form 1 **should** only be ► **accepted** ◀ for Products, Parts and Appliances with dual applicability ►²⁷ ◀, issued under EASA Part 145 Regulations ► ◀.

(a) ► ◀

(b) ► ◀

f. **FAA Form 8130-3.** A FAA 8130-3 **should** only be ► **accepted** ◀ for components, having dual applicability ►²⁷ ◀ under the following conditions³⁰:

²⁵ MOD Poster 301B Compilation Guide For MOD Form 731 for 'Serviceable' and MOD Poster 301A Compilation Guide For MOD Form 731 'Unserviceable': <https://www.gov.uk/government/publications/manual-of-airworthiness-maintenance-documentation-manual-of-part-2-catalogue-of-mod-forms-300-699-series>.

²⁶ MAA Form 1 and Instructions for Use: <https://www.gov.uk/government/publications/regulatory-article-ra-4809-acceptance-of-components-mrp-145>.

²⁷ ► **Dual applicability refers to Products, Parts and Appliances that are used on both civilian and UK military registered Air Systems.** ◀

²⁸ The EASA Form 1 has 2 derivatives, the EASA Form 1-21 for use with 'New Parts' only and the EASA Form 1 issued under 145 Regulations. This includes the current MF / CAO / 145 and the previous MF / 145 Issue 2 for used components issued prior to 20 March 2020.

²⁹ CAP2009 UK-EU Transition: Airworthiness Flowcharts:

<https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=9895>.

³⁰ ► **CAP2386 Bilateral Aviation Safety Agreement (BASA) UK-USA:**

<https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=11562>. ◀

- (1) **New parts.** Issued under Part 21 Regulations:
- (a) By a FAA Part 21 approved organization for Products, Parts and Appliances with dual applicability²⁷ within the scope of the issuing organization's Approval.
 - (b) By a CAA Part 21 approved US-based organization for Products, Parts and Appliances with dual applicability²⁷ within the scope of the issuing organization's Approval.
 - (c) By an EASA Part 21 approved US-based organization, ²⁷ for components with dual applicability²⁷ within the scope of the issuing organizations Approval ²⁷.
 - i. ²⁷
 - ii. ²⁷
- (2) **Used parts.** Only when conforming to the conditions specified in the Bilateral Aviation Safety Agreement (BASA) using the Dual Release process between the US FAA and:
- (a) CAA³¹.
 - (b) EASA³². ²⁷
- (3) The 'Dual Release' process³³ allows a Maintenance organization (also known as a Repair Station in FAA rules) to certify the release of a component on a FAA Form 8130-3 such that the component can be accepted by a ²⁷CAA or EASA³² Part 145 approved Maintenance organization. Used components (ie tested, inspected, Repaired or overhauled), **should** only be certified under the Dual Release process if the following conditions are assured:
- (a) The FAA Form 8130-3 certifying Maintenance organization holds both a UK CAA Part 145 Approval and a FAA 14 Code of Federal Regulations Part 145 Approval, with the scope of both Approvals allowing for the Certification of such components.
 - (b) The FAA Form 8130-3 Dual Release certificate is issued by an approved Repair Station located in the USA or by an approved Maintenance organization located in the UK (or EU member states listed in an Appendix of the BASA, for EU EASA transitional arrangements).
 - (c) The component being certified and accepted for use on a UK military registered Air System can only be accepted under these rules if they have dual applicability²⁷.
- g. **Transport Canada Civil Aviation (TCCA) Form 1.** A TCCA Form 1 **should** only be ²⁷accepted²⁷ for components, having dual applicability²⁷ under the following conditions³⁴:
- (1) **New parts.** Issued by a TCCA Part 21 approved organization within the scope of such an Approval using the Dual release process.
 - (2) **Used parts.** Released iaw the dual release arrangement described in the bi-lateral agreements between the TCCA and:
 - (a) EASA,
 - (b) CAA.
- h. **EMAR Form 1.** Another nation's nationally implemented derivative of the EMAR Form 1 template can only be issued within the MRP when it complies with the following:
- (1) The UK MAA has an extant Recognition³⁵ with the NMAA that issued the relevant Maintenance organization Approval, and

³¹ CAA International Agreements ²⁷<https://www.caa.co.uk/commercial-industry/aircraft/airworthiness/organisation-and-maintenance-programme-approvals/bilateral-agreements/what-is-a-bilateral-agreement/>.²⁷

³² The EU-USA BASA can be located at the following link: <https://www.easa.europa.eu/document-library/bilateral-agreements/eu-usa>.

³³ Detail on the Dual Release process can be found within the Maintenance Annex Guidance to the UK – USA BASA at the following link: ²⁷<https://www.easa.europa.eu/en/document-library/bilateral-agreements/eu-usa>.²⁷

³⁴ Working Arrangement Between the Civil Aviation Directorate of the Department of Transport of Canada and the Civil Aviation Authority of the United Kingdom of Great Britain And Northern Ireland For the Promotion of Aviation Safety: [https://publicapps.caa.co.uk/docs/33/EN Canada-UK Working Arrangement - 5 November 2020.pdf](https://publicapps.caa.co.uk/docs/33/EN%20Canada-UK%20Working%20Arrangement%20-%205%20November%202020.pdf).

³⁵ The list of National Authorities that have Recognition agreements with the UK MAA is at the following link: <https://www.gov.uk/government/publications/maa-recognition>.

- (2) The scope of that UK MAA Recognition (as detailed on the relevant Recognition Certificate) includes the acceptability of that NMAA's Maintenance organization Approval, and
- (3) The nationally implemented derivative of the EMAR Form 1 was issued within the oversight and authority of that NMAA's Maintenance organization Approval.

► This Annex has been substantially re-written; for clarity no change marks are presented – please read this Annex in its entirety ◀

**ANNEX B
COMPONENT ACCEPTANCE DOCUMENTATION MATRIX**

Classification	Description / Examples	Receipt Documentation	RA 4809 Paragraph Reference
Serviceable New Standard Parts	Nuts, Bolts, Washers, split pins etc.	CoC	Note 1
Serviceable New Material	Raw material is any material that requires further work to make it into a component part of the Air System, such as metal, plastic, wood, fabric.	CoC	Note 1
Serviceable New Material	Consumable material is any material which is only used once, such as lubricants, cements, compounds, paints, chemical dyes and sealants.	CoC	Note 1
Serviceable New Non-Standard Parts	Technical components normally subjected to Maintenance,	CoC or ARC	Note 1 or Note 2
Serviceable Used Non-Standard Parts	Used Components / Assemblies released following Test, Maintenance, Modification, Overhaul or Repair.	ARC	Note 2
Unserviceable	Faulty components: Repairable or life-limited (Hours, Flying Hours, Landings etc.)	Unserviceable identifying document (MOD Form 731)	Note 3
Unsalvageable / Scrap	Components which have reached their certified life limit or contain a non-repairable Fault.	Unsalvageable / Scrap identifying document	Note 4

Note 1 – Refer to paragraphs 3.a to 3.f for the requirements of a CoC and conditions of its use. Refer to paragraph 4.a(1) for specific AMC applicable to new Serviceable components.

Note 2 – Refer to paragraph 3.h for the requirements of an ARC and Annex A details recognized ARCs and their conditions of use.

Note 3 – Refer to paragraph 4.b for the requirements of an Unserviceable component identifying document.

Note 4 – Refer to paragraph 4.c for typical conditions for identifying a component as Unsalvageable / Scrap.

▶ ANNEX C ◀

UK MAA FORM 1
AUTHORIZED RELEASE CERTIFICATE
FORMATING INSTRUCTIONS

Applicability

1. These instructions pertain only to the use of the UK MAA Form 1.

Purpose and Use.

2. The primary purpose of the Certificate is to declare the Airworthiness of Maintenance work undertaken on Products, Parts and Appliances (hereafter referred to as "item(s)").
3. Correlation **should** be established between the Certificate and the item(s). The originator **should** retain a Certificate in a form that allows verification of the original data.
4. The Certificate may be acceptable to many Airworthiness authorities but may be dependent on the existence of bilateral or multilateral agreements and / or policy of the respective NMAA. The "approved design data" mentioned in this Certificate then means that which is approved by the Competent authority of the importing country.
5. The Certificate is not a delivery or shipping note.
6. Air Systems or Aircraft are not to be released using the Certificate.
7. The Certificate does not constitute Approval to install the item(s) on a particular Aviation Product, Part or Appliance but indicates to the end user the serviceability state of the item(s).
8. A mixture of Production released, and Maintenance released item(s) is not permitted on the same Certificate.

General Format.

9. The Certificate **should** comply with the UK MAA Form 1 format hosted on the MAA's website²⁶, including block numbers and the location of each block.
10. The Certificate **should** be in A4 'landscape' format, but the overall size may be increased so long as the Certificate remains recognisable and legible.
11. The user / installer Responsibility statement can be placed on either side of the Certificate.
12. All printing **should** be clear and legible to permit easy reading.
13. The Certificate may either be pre-printed, or computer generated but in either case the printing of lines and characters **should** be clear and legible and iaw the defined format.
14. The Certificate **should** be in English and, if appropriate, may be in one or more additional languages.
15. The details to be entered on the Certificate may be either machine / computer printed or hand-written using block letters and **should** permit easy reading.
16. Limit the use of abbreviations to a minimum to aid clarity.
17. The space remaining on the reverse side of the Certificate may be used by the originator for any additional information but **should not** include any Certification statement. Any use of the reverse side of the Certificate **should** be referenced in the appropriate block on the front side of the Certificate.
18. The use of continuation forms is permitted for clarity as long as they are referenced in the appropriate block on the Certificate. Any use of continuation forms **should** reference the appropriate block 13a or 14a release statement on the Certificate and contain reference to the Certificate's form tracking number.

The UK MAA Form 1 instructions for use are hosted on the MAA's website²⁶ and contain the detailed description of the entries to be made when using the UK MAA Form 1.