

**NOTICE OF AUTHORIZED AMENDMENT: MAA/NAA/18/30**

RA(s) or Manual Chapter(s):	RA 1011 – Military Continuing Airworthiness Manager Responsibilities, RA 1015 – Type Airworthiness Authority – Roles and Responsibilities, RA 1016 – Military Continuing Airworthiness Management and RA 1023 – Chief Air Engineers – Air Safety Responsibilities
RFC Reference(s):	MAA/RFC/2015/244 MAA/RFC/2016/055 MAA/RFC/2016/056 MAA/RFC/2016/057 MAA/RFC/2017/033 MAA/RFC/2017/166
NPA Reference(s):	MAA/NPA/18/18

	Post	Rank/Name	Date
MAA Author	DSA-MAA-Reg-CAw3-CAM	Redacted	28 Nov 18
MAA Supervisor	DSA-MAA-Reg-CAwDAw	Redacted	28 Nov 18
MAA Independent	DSA-MAA-Reg-DepHd	Redacted	28 Nov 18
MAA LegAd (if required)	N/A	N/A	N/A

Amendment Classification (iaw MAA SOP 20)	<b>Major Change</b>	Publishing Requirements:	ASAP
---	---------------------	--------------------------	------

<b>Cross-references to Other Documents or Relevant Sources</b>	
Other MRP Amendments	MAA/NAA/18/39 (MRP Part M (AM(CAw) to AM(MF)) MAA/NAA/18/37 (MRP Part 145 and M (Tranche 3)) MAA/RN/2018/12 (RN detailing the removal of AM(CAw) and RA 1016 title change)
Service Inquiry Recommendations	N/A
AAIB Recommendations	N/A
Other Investigation Recommendations	Independent review of Sentry E3-D maintenance final report.
Any Other Document	MAA Sentry Multi-Disciplinary Team final report. Sentry review report of findings to the MAA Executive Board.

**Authorized Amendment**

Summary/Overview of the amendment to explain/ensure that the reader understands: the rationale for the amendment; the major changes; and, importantly, the full context (including desired outcome) of the amendment.

**The Regulated Community is reminded to check this amendment against any applicable AAMC, Waivers or Exemptions to ensure their ongoing validity.**

Following the MAA's Sentry E3-D Multi-Disciplinary Team final report on Sentry E3-D Maintenance a number of recommendations were agreed at the MAA Executive Board. One of those recommendations was to clarify the key engineering functions within the Defence Air Environment, specifically the roles of the Military Continuing Airworthiness Manager (Mil CAM), the Aviation Duty Holder (ADH), Chief Air Engineer (CAE) and the Type Airworthiness Authority (TAA).

Summary of changes:

RA 1011 – Military Continuing Airworthiness Manager Responsibilities. A new RA introduced to provide coherency and clarity in regard to the Mil CAM's roles and responsibilities as the head of the Mil CAMO, as well as clarifying the Mil CAM's relationship with the TAA and ADH CAEs.

RA 1015 – Type Airworthiness Authority – Roles and Responsibilities. Additional Acceptable Means of Compliance (AMC) added to clarify TAA responsibilities with associated signposts to the corresponding Regulatory requirements.

RA 1016 – Military Continuing Airworthiness Management. Title updated to reflect that this RA does not detail the responsibilities of a Military Continuing Airworthiness Management Organization (Mil CAMO) but identifies the requirement for a Mil CAMO to support the Delivery Duty Holder / Accountable Manager (Military Flying) in fulfilling their accountability for the Continuing Airworthiness of the Air Systems they operate. The term Accountable Manager (Continuing Airworthiness) has been withdrawn in response to a number of Requests for Change from the Regulated Community. A change has been introduced to RA 1016(3) whereby any military registered Air System, operated for MOD interest is required to hold a valid Military Airworthiness Review Certificate, which includes Defence Contractor Flying Organizations. The term 'MOD Interest' is a concept that the MAA is developing but for the purpose of this RA it is as follows:

A UK military registered Air System is defined as being operated for MOD interest when one or more of the following criteria are satisfied:

- a. MOD personnel are required to fly in the Air System, as either Aircrew, Supernumerary Crew or Passengers, in order to achieve the output from its designated activity or task.
- b. The Air System is owned by the MOD.
- c. There is a direct contract in place between the MOD and the operator of the Air System for the provision of an activity or task.
- d. The MOD is liable for any losses associated with the operation of the Air System whilst conducting its designated activity or task (including indemnification to sub-contractors).

RA 1023 – Chief Air Engineers – Air Safety Responsibilities. Additional AMC and Guidance Material introduced in order to clarify the roles and responsibilities of the ADH CAE at all levels (ie Senior Duty Holder, Operating Duty Holder and Delivery Duty Holder CAEs).

<b>ISSUE STATE CHANGES</b> (if more lines required, contact the MRP Team)			
<b>Document Title</b>	<b>Previous Issue</b>	<b>New Issue</b>	
RA 1011 - Military Continuing Airworthiness Manager Responsibilities	New RA	To	Initial Issue
RA 1015 - Type Airworthiness Authority – Roles and Responsibilities	Issue 7	To	Issue 8
RA 1016 - Military Continuing Airworthiness Management	Issue 2	To	Issue 3
RA 1023 - Chief Air Engineers – Air Safety Responsibilities	Issue 4	To	Issue 5

<b>Approval</b> (iaw MAA SOP 20)	<b>Post</b>	DSA-MAA-OpAssure-Eng-DepHd	
	<b>Name</b>	Redacted	
	<b>Rank</b>	Redacted	Redacted - Original Signed