

28 Nov 17

MAA/RN/2017/07 – Privileging of Design Organizations Explained

Issue

1. The concept of privileging of organizations was introduced through MAA/RI/2014/02¹ and was expanded through the publication of RA 5850². Hitherto, the take-up of invoking specific privileges to organizations has been limited and the process not well understood.

Aim

2. To provide Type Airworthiness Authorities (TAA) and Commodity Delivery Team Leaders (DTL) with the necessary guidance on privileging.

Background

3. Civil aviation currently allows for an approved organization to undertake certain activities within its scope of approval and under the relevant procedures of the associated assurance system. This is known as privileging for which the civil aviation authority will assess an organization's competency before granting. Awarding privileges to an approved organization has benefits to both the organization and to the authority; it releases the organization from the overhead of authority control and seeks to increase the efficiency of the authority's involvement.

4. With the implementation of EMAR 21³ into the MAA Regulatory Publications (MRP) through the Type Airworthiness Engineering (TAE) Regulatory Articles (RA) 5000 Series, the MAA have introduced privileging for Design Organizations (DO) through RA 5850(10).

5. The principle of privileging within RA 5850 is similar to that used by civil aviation, except that the responsibility for invoking the privilege lies with the TAA or Commodity DTL and can only occur after the MAA has assessed that the DO is competent to hold the privilege. The privilege must also be included within the DOs scope of approval.

Guidance

6. The process for invoking specific privileges is initiated through the DO, by raising a DAOS Form 82⁴ (accessible via the MAA website) to request a change in the scope of their approval. The DO must obtain a Sponsor, namely the TAA or Commodity DTL. The DAOS Form 82 must clearly state the extent of the privilege required and the justification for the DO to operate the required privilege. The justification must be an articulation of the risk versus the benefit argument to the MOD. It should be understood that the issuing and upkeep of privileges are expensive to the Crown in terms of MAA and TAA oversight and on-going approval.

¹ MAA/RI/2014/02 (D Tech) – Invoking Specific Privileges to MAA Approved Organizations.

² RA 5850 – Military Design Approved Organization (MRP 21 Subpart J).

³ EMAR 21: Certification of Military Aircraft and Related Products, Parts and Appliances, and Design and Production Organisations.

⁴ DAOS Form 82 – Application for Changes to DAOS Approval.

7. By way of example, Annex A provides illustrative guidance on the scope of a specific privilege for a DO.
8. Following a satisfactory assessment by the MAA, the DO scope of approval will be amended and the Sponsor of the DAOS Form 82 informed. It is the responsibility of the Sponsor to invoke the privilege on the DO, not the MAA.
9. For the avoidance of doubt, the invoking of any privilege does not abrogate the TAA or Commodity DTL of their accountability in terms of airworthiness. Consequently, the privilege should only be invoked where circumstances dictate and should be predicated on a number of factors and considerations by the TAA. Examples of these considerations are: the level of platform maturity; the DO to TAA/Commodity DTL relationship and corresponding behaviours; DO performance; the risks associated with the proposed privilege and the predicted benefits to the MOD. Risk versus benefit to the MOD should be the overarching argument used by the TAA when sponsoring the privileging request.
10. Furthermore, once invoked, privileges require oversight from the Sponsor who must have the necessary internal processes in place. These processes should include appropriate individuals who are suitably qualified and experienced, and empowered to support the Sponsor to provide the required level of assurance. The DE&S Airworthiness Team will provide guidance on best practice for developing the internal assurance process, which should be in place prior to invoking the privilege.
11. It would be beneficial for the Sponsor to engage early with the MAA to provide guidance on whether the proposed privilege would be appropriate within the extant scope of approval and to establish that there is an appropriate interface between the Sponsor and the DO.
12. Whilst the Sponsor has the ability to revoke the operation of privilege, the MAA holds the ultimate sanction of limiting the scope of a DO's approval if it is deemed that either the TAA or Commodity DTL, or the DO is not fully compliant with the MRP. Third party assurance of the privileging activity will be part of MAA oversight.

Queries

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

MAA Head of Regulation & Certification

ANNEX A

EXAMPLE OF A PRIVILEGE

1. The scope of privilege covering the issue information or instructions (under RA 5850(10) paragraph 42 c.) is to make available to the TAA or Commodity DTL all the necessary data to implement a change or repair or for maintenance or inspection. These are issued to provide the Military Continuing Airworthiness Manager and other interested parties with all necessary data for the performance of maintenance, including implementation of a change or a repair or inspection, in accordance with the Instructions for Sustaining Type Airworthiness.
2. The information or instructions may be issued in the format of a Special Instruction (Technical)⁵ or Service Bulletins, or in Structural Repair Manuals, Maintenance Manuals, Engine or Propeller Manuals etc.
3. The preparation of this data involves design, production and inspection. As the overall responsibility, through the privilege, is with the DO, these three aspects should be handled by the DO to obtain the privilege and a procedure should exist.
4. Specifically, this could include:
 - a. Enabling the DO to generate and publish, without further reference to the TAA, all changes to the Air System Document Set (ADS) that have been caused by an approved modification or repair that the DO has designed. This includes modifications and repairs approved either by the TAA (all modifications or repairs) or by the privileged DO (for minor modifications or repairs).
 - b. Enabling the TAA to change his Unsatisfactory Feature Report (F765) process, as published in the Topic 2(N/A/R)1, such that F765s are routed direct to the privileged DO in the first instance and the DO is empowered to approve F765s and make changes to the ADS, subject to oversight by the TAA.
5. The DO must provide the necessary detail to the TAA or Commodity DTL for them to maintain configuration control.

⁵ RA 5405 – Special Instructions (Technical).