

## RA 5725 - Out of Service Date Extension Programme

### Rationale

Occasions may arise which require an Air System to operate beyond the agreed Out of Service Date (OSD). Risks to Airworthiness of the fleet may increase with potentially unforeseen results. An Out of Service Date Extension Programme (OSDEP) can identify, mitigate and ultimately underwrite these Risks.

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#### 5725(1): Development and Implementation of an Out of Service Date Extension Programme

### Regulation 5725(1)

#### Development and Implementation of an Out of Service Date Extension Programme

5725(1) When required to extend the OSD of a UK military Air System, the Type Airworthiness Authority (TAA)<sup>1</sup> **shall** develop and implement an OSDEP to underwrite the Airworthiness of the Air System type for its extended service.

### Acceptable Means of Compliance 5725(1)

#### Development and Implementation of an Out of Service Date Extension Programme

1. An OSD **should** remain within the bounds of the certified Air System life. If a proposed OSD requires the extension of any applicable lising parameter, then a Life Extension Programme (LEP) **should** be conducted<sup>2</sup>. Where doubt exists as to the certified Air System life, and consequently whether a LEP is applicable, then guidance **should** be sought from the MAA.
2. The TAA **should** consider the potential requirement for an OSD extension as early as possible, and at least 12 months before the present OSD.
3. The baseline configuration standard of the fleet subject to OSDEP (or build standards for different marks, block releases or 'fleets-within-fleets') **should** be identified and individual Air System status validated accordingly.
4. The OSDEP **should** include a review of all Integrity Management activities to ensure they remain adequate to maintain the platform Airworthiness for the extension period.
5. A review of the equipment contribution log **should** be conducted to assess the impact on operating Risk brought about by the OSD extension.
6. The TAA **should** review the TAw decisions paying particular attention to any Air Safety-related modifications or Design Changes not embodied due to utilization of a Cost Benefit Analysis rationale. Where appropriate, the TAA **should** initiate a review of any associated Aviation Duty Holders (ADH) or Accountable Manager (Military Flying) (AM(MF)) As Low as Reasonably Practicable (ALARP) decisions to ensure continued validity.
7. The TAA **should** ensure that the Continuing Airworthiness decisions are reviewed by the Military Continuing Airworthiness Manager, specifically those time-bound assumptions in order to confirm they remain valid for the extension period.
8. The evidence required to support the OSD extension **should**:
  - a. Be documented within a Type Airworthiness Safety Assessment Report (TASAR)<sup>3</sup>.

<sup>1</sup> 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. Dependant on the agreed ►delegation◀ of TAW responsibilities TAM may be read in place of TAA as appropriate throughout this RA.

<sup>2</sup> Refer to RA 5724 – Life Extension Programme.

<sup>3</sup> Refer to RA 5012 – Type Airworthiness Safety Assessment.

**Acceptable  
Means of  
Compliance  
5725(1)**

- b. Be evaluated by a Suitably Qualified and Experienced Person who is independent of the Delivery Team.
  - c. Support a wider review of the Air System Safety Case (ASSC)<sup>4</sup>.
9. A review of the Release To Service (RTS) or Military Permit to Fly (MPTF) (In Service) or MPTF (Special Case Flying) **should** be conducted in light of any relevant recommendations from the OSD extension TASAR.

**Guidance  
Material  
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10. Refer to the Manual of Air System Integrity Management (MASIM)<sup>5</sup> for related Guidance Material and other non-regulatory processes.

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<sup>4</sup> Refer to RA 1205(2): Ownership of the Air System Safety Case. Air System Safety Cases require that a review be carried out when an OSD extension is planned.

<sup>5</sup> Refer to MASIM Chapter 12: Out of Service Date Extension Programme.