

## RA 5805 – Airworthiness Directives and Service Bulletins (MRP Part 21 Subpart A)

### Rationale

*Unsafe conditions on civil Air Systems are promulgated to the user via Airworthiness Directives (AD) and Service Bulletins (SB). Failure to take appropriate action in response to an AD or SB may impact the Airworthiness of the Air System. Type Airworthiness Authorities (TAA)<sup>1</sup> for civil derived<sup>2</sup> Air Systems need to ensure such ADs and SBs are reviewed and appropriate action is taken as required to maintain the Airworthiness of the Air System.*

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### Regulation

**5805(1)**

**Airworthiness Directives and Service Bulletins (MRP Part 21.A.3B)**

5805(1) Following the issue of an AD or a SB for an unsafe condition on a civil derived Air System the TAA **shall** review the relevance and take appropriate action<sup>3</sup>.

### Acceptable Means of Compliance

**5805(1)**

**Airworthiness Directives and Service Bulletins (MRP Part 21.A.3B)**

1. When an AD or SB has been received by the TAA to correct an unsafe condition or to order an inspection, they **should** decide the appropriate corrective action and / or required inspections to be carried out within the timescale detailed in the AD or SB<sup>4</sup>.

2. If the TAA defers or rejects an AD or SB, that is applicable to the operated Air System, they **should** seek approval from the relevant Defence Equipment and Support (DE&S) Operating Centre Director<sup>5</sup> or Sponsor<sup>6</sup> and **should** ensure that the appropriate Aviation Duty Holder / Accountable Manager (Military Flying) is aware so that any impact on Risk to Life can be considered.

### Guidance Material

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3. Promulgation of the required corrective action and / or inspection will be via an SI(T)<sup>7</sup> or Modification Leaflet<sup>8</sup> as applicable.

#### Airworthiness Directive

4. An AD is a document issued by a recognized civil authority (such as the EASA or the FAA) which mandates the actions to be performed on an Air System to restore an acceptable level of Safety<sup>9</sup>, when evidence shows that the Safety level of the Air System may otherwise be compromised.

5. An AD will contain at least the following information:

- a. Identification of the unsafe condition.

<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, noting that a TAM may not approve Special Instruction (Technical) (SI(T))s.

<sup>2</sup> Refer to RA 5810 – Military Type Certificate (MRP Part 21 Subpart B) – Where the Military Type Certificate is based on a Type Certificate issued by civil regulator (such as the European Union Aviation Safety Agency (EASA)).

<sup>3</sup> Refer to RA 1165 – UK Civil Aviation Authority Oversight of UK Military Registered Air Systems.

<sup>4</sup> law Para 4e of RA 5815 – Instructions for Sustaining Type Airworthiness – Military Design Organizations (DO) can determine how they issue Instructions for Sustaining Type Airworthiness and this can include ADs / SBs. This RA is specifically for civil-derived Air Systems where the Civil Aviation Authority / Federal Aviation Administration (FAA) issue an AD / SB that needs to be considered for applicability to the Air System.

<sup>5</sup> Refer to RA 1013 – Air Systems Operating Centre Director – Provision of Airworthy and Safe Systems.

<sup>6</sup> Refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems.

<sup>7</sup> Refer to RA 5405 – Special Instructions (Technical).

<sup>8</sup> Refer to RA 5305 – In Service Design Changes.

<sup>9</sup> Refer to RA 1230 – Design Safety Targets.

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- b. Identification of the affected Air System operating and Maintenance associated documentation.
- c. The action(s) required.
- d. The compliance time / cycles for the required action(s).
- e. The date of entry into force.

**Service Bulletins**

6. It is common practice among civil DO to request actions to improve the Safety level of their Product, Part or Appliance by means of a SB. A SB may or may not result in the introduction of a design change. The use of a SB will provide the recipient with information or advance instruction for corrective action.

7. However, a SB issued by a DO does not carry a mandatory requirement for action, irrespective of whether the SB is published in anticipation of an AD, to be subsequently issued by a recognized Authority.