



11 November 2024

## MAA/RI/2024/05 – Aircraft Cross Maintenance activities on UK Military Air Systems

### Reference:

A. RA 4800 – General Requirements (MRP Part 145) Issue 11 dated 30 November 2023.

### Issue

1. There is a need to recognise the use and acceptance of Foreign Nations' MAA Approval of Military Maintenance Organizations (MMOs) to enable Maintenance on UK Military Air Systems (Mil AS).

### Scope

2. This Regulatory Instruction (RI) is related to UK Mil AS that are maintained by Foreign Nations that hold Recognition by MAA.

### Aim

3. To describe the conditions under which the Chief Air Engineer (CAE)<sup>1</sup> to Operating Duty Holders of UK Mil AS, in common operation by nations whose Military Airworthiness Regulators are recognised by the MAA<sup>2</sup>, can approve the Maintenance on UK Air Systems by those other nations and the Assurance arrangements required.

### Implementation

4. This RI is effective immediately and will be cancelled after review of the relevant elements of the MAA Regulatory Publications.

### Background / Introduction

5. Regulated Entities who maintain and operate common Air Systems with other Nations have requested consideration of partner nations' MMOs to carry out Aircraft Cross Maintenance (ACM). The premise is that an equivalent Part 145 Approved Maintenance Organizations' (AMO) or MMOs' approval regulated by a NATO or Air Forces Interoperability Council Foreign Nations MAA, is commensurate with the governance, standards, and practices of a UK MMO and has been included in UK MAA Recognition of that Foreign Nation's MAA.

### Transitional Arrangements

6. The CAE and / or the Military Continuing Airworthiness Manager (Mil CAM) **shall** detail the intent and circumstances for use of ACM and refer to the Recognition Implementing Arrangement (RIA) within mid-level policy. The policy **shall** ensure ACM is only carried out by nations with Military Airworthiness Authority recognised by the UK MAA and further expanded within an RIA. The RIA **shall** consider the how, what, and who and third-party Assurance arrangements conducted by the relevant foreign nation's National MAA on

<sup>1</sup> [RA 1023 – Chief Air Engineers – Air Safety Responsibilities.](#)

<sup>2</sup> [MAA Recognition.](#)



behalf of the UK MAA to ensure an equivalent level of Assurance. Detailed specifics for each Air System are to be within the RIA Platform Specific Technical Annexes (PSTA). ACM may be necessary for an Air System not detailed in an RIA PSTA, for which a single Service (sS) Implementing Arrangement (IA) or Memorandum of Understanding (MoU) with the Partner Nation being employed to undertake ACM is an Alternative Acceptable Means of Compliance whilst the formal Recognition process is completed.

7. The sS Assurance arrangements of ACM **shall** provide Assurance to the Mil CAM and be detailed in the Continuing Airworthiness Management Exposition.

8. The RIA or IA / MOU **shall** detail the Air System, the criteria under which performance of ACM can occur and the reciprocal artefacts provided for Safety Assurance. Artefacts are provided to complement the Parties Airworthiness processes, in conformity with their own rules and Regulations, with the understanding that they have been found to assure an equivalent level of Safety, through Recognition.

9. This RI compliments the Guidance Material in RA 4806(5), para 72<sup>3</sup>.

## Queries

Any observations or requests for further guidance on the content of this RI should be submitted by email to [DSA-MAA-MRPEquiries@mod.gov.uk](mailto:DSA-MAA-MRPEquiries@mod.gov.uk)

## DSA-MAA-RegCert-Hd

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<sup>3</sup> [RA 4806 – Personnel Requirements \(MRP 145.A.30\)](#) MMOs Only: For the servicing of Air Systems belonging to one nation by personnel of a different nation, Commands may negotiate cross-servicing agreements appropriate to their operational commitments.



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