

RA 1013 - Air Systems Operating Centre Director - Provision of Airworthy and Safe Systems

Rationale

Defence Equipment and Support (DE&S) Air Systems Operating Centre Directors (OCD) are the pivotal senior Airworthiness managers who approve a project's Airworthiness strategy for achieving Military Type Certification and Release To Service (RTS) or Military Permit To Fly (MPTF)(Development)¹ and also for subsequent Type Airworthiness (TAW) arrangements. For Civilian Operated Air Systems, the OCD also has a key role in supporting the Sponsor² for TAW management³. Not having competent and Suitably Qualified and Experienced Persons (SQEP)⁴ in the OCD roles may result in a compromised level of Airworthiness oversight and Airworthiness Strategy approval. ►◄

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Regulation 1013(1)

Provision of Airworthy and Safe Air Systems

1013(1) OCDs **shall** ensure that the Air Systems provided are airworthy and safe to operate through-life.

Acceptable Means of Compliance 1013(1)

Provision of Airworthy and Safe Air Systems

1. In ensuring the provision of safe and airworthy Air Systems the OCD **should**:
 - a. ►Be fully aware of their specific Responsibilities detailed in their Letter of Airworthiness Authority (LoAA)⁴ issued from Director General (Air) (DG(Air)). ◄
 - b. Assess and, if content, approve each project's strategy for achieving and maintaining Airworthiness. ►◄
 - c. ►Ensure that plans are in place to monitor progress against the approved strategy and that all Air System TAW Risks are reduced to a level acceptable to the Operating Duty Holder (ODH) or, where appropriate, the Accountable Manager (Military Flying) (AM(MF)). ◄
 - d. Assess and, if content, approve the submission to the Release To Service Authority (RTSA), via the MAA, of the initial Release To Service Recommendations (RTSR) for a new Air System or the RTSR for Major Changes⁵, that result in a new Mark Number, to existing Air Systems.
 - e. Propose to the MAA the requirements for organizational Approvals, and the Type Certification Basis for new Air Systems and capabilities.
 - f. Assess and, if content, approve any decision to reject significant Airworthiness related advice from an appointed Competent design or Maintenance organization, or an appointed independent advisor.
 - g. Assess and, if content, approve any recommendation to a RTSA, the ODH or AM(MF) for a stoppage of, or major restriction to, flying.
2. OCDs **should** issue the nominated TAA with appropriate LoAA⁴ for each Air System type within their Areas of Responsibility containing, as a minimum, the Airworthiness roles and responsibilities detailed in the MAA Regulatory Publications.

¹ Refer to RA 5880 – Military Permit To Fly (Development) (MRP Part 21 Subpart P).

² Refer to RA 1019 – Sponsor of Military Registered Civilian-Owned and Civilian Operated Air Systems – Air Safety Responsibilities.

³ Where the Air System is ►not UK MOD-owned, TAW management◄ regulatory responsibility by either the Type Airworthiness Authority (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. Dependent on the agreed delegation of TAW responsibilities TAM may be read in place of TAA as appropriate throughout this RA. ◄

⁴ Refer to RA 1003 – Delegation of Airworthiness Authority and Notification of Air Safety Responsibility.

⁵ Refer to RA 5820 – Changes in Type Design (MRP Part 21 Subpart D).

**Acceptable
Means of
Compliance
1013(1)**

3. The OCD **should** assure that appropriate Airworthiness arrangements are in place, (ie appropriate organization Approvals, valid MPTF (Development) etc), while the Air Systems are undergoing Flight Test and / or Test and Evaluation⁶ by Industry.
4. For the elements of TAw management for which the TAA is Accountable, the OCD **should** conduct appropriate Assurance of the TAA.
5. For Civilian Operated Air Systems; the OCD **should** assess and, if content, approve the submission to the Sponsor, via the MAA, of the initial MPTF (In-Service)⁷ Recommendation or Major Change evidence.

**Guidance
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Provision of Airworthy and Safe Air Systems

6. For Civilian Operated Air Systems, it is recommended the OCD 2* provides advice to the Sponsor prior to developing the TAw management model for delegation of Responsibility between the TAA and the TAM.

⁶ Refer to RA 2370 – Test and Evaluation.

⁷ Refer to RA 1305 – Military Permit To Fly (In-Service), (Special Case Flying) and (Single Task).