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

Rationale

Airworthiness Directives (AD) and Service Bulletins (SB) are used to promulgate information such as unsafe conditions and Maintenance or product improvement information for civil derived[1] Air Systems. Failure to take appropriate action in response to an AD or SB may impact the Airworthiness of the Air System. Type Airworthiness Authorities (TAA)[2] for civil derived[1] 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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Airworthiness Directives and Service Bulletins (MRP Part 21.A.3B)

5805(1) Following the issue of an AD or SB on a civil derived Air System, the TAA **shall** review the relevance and take appropriate action[3].

Acceptable Means of Compliance 5805(1)

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1. When an AD or SB has been received by the TAA, they **should** decide the appropriate corrective action and / or required inspections to be carried out within the timescale detailed in the AD or SB[4].

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

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

4. ►An AD or SB may be issued against any civil derived Type Certified item. In the civil environment, three Products are Type Certified:

   a. Air System.

   b. Engine.

   c. Propeller.◄

[1] 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 European Union Aviation Space Agency (EASA)).
[2] 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 Regulatory Article (RA), noting that a TAM may not approve Special Instruction (Technical) (SI(T))s.
[3] Refer to RA 1165 – UK Civil Aviation Authority Oversight of UK Military Registered Aircraft.
[4] Iaw Para 4e of RA 5815 – Instructions for Sustaining Type Airworthiness - Military Design Organizations (DOs) 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.
[5] Refer to RA 1013 – Air Systems Operating Centre Director – Provision of Airworthy and Safe Systems.
[6] Refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems.
[7] Refer to RA 5405 – Special Instructions (Technical).
[8] Refer to RA 5305 – In Service Design Changes.

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Airworthiness Directives

5. 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[9], when evidence shows that the Safety level of the Air System may otherwise be compromised.

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

a. Identification of any unsafe condition(s).

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 ►applicability.◄

Service Bulletins

7. 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. An 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.

8. SBs issued by a DO do not carry a mandatory requirement for action, unless covered by an AD. It is good practice to review all SBs within the requirements of the DO.

[9] Refer to RA 1230 – Design Safety Targets.