

RA 5810 - Military Type Certificate (MRP Part 21 Subpart B)

Rationale

It is necessary to demonstrate that an Air System's Type Design meets appropriate Safety requirements. Failure to complete a systematic, independent Certification process for new UK military registered Air Systems may lead to Air Systems entering service with design deficiencies which introduce unacceptable Hazards. The award of a Military Type Certificate (MTC) demonstrates that the military Air System Type Design has been shown to meet appropriate Airworthiness Requirements through satisfactory completion of the Military Air System Certification Process (MACP).

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Regulation 5810(1)

Certification of UK Military Registered Air Systems (MRP Part 21.A.11)

5810(1) The Type Airworthiness Authority (TAA)¹ **shall** ensure that new UK Military Air Systems, intended to be operated on the UK Military Aircraft Register (MAR), are certified prior to their Release To Service (RTS)^{2, 3}.

¹ 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.

² Where RTS is used in this RA, this also includes Military Permit To Fly (MPTF) (In-Service) and MPTF (Special Case Flying), both analogous to the RTS, as detailed at RA 1305 – Military Permit to Fly (MPTF) (In-Service), (Special Case Flying) and (Single Task).

³ Refer to RA 1300 – Release To Service.

Acceptable Means of Compliance 5810(1)

Certification of UK Military Registered Air Systems (MRP Part 21.A.11)

1. The TAA **should** set out the approach to Certification in their Certification Strategy or a Certification section within their Air System Airworthiness Strategy⁴.
2. The TAA responsible for the introduction of new UK Military Air Systems, except for ► **Uncrewed Air System** ◀ Category exemptions detailed in the RA 1600 series⁵, **should** ensure that they are certified in accordance with (iaw) the MACP, comprising the following 6 phases:
 - a. Phase 1 – Identify the requirement for, and obtain, organizational Approvals.
 - b. Phase 2 – Establish and agree the Type Certification Basis (TCB).
 - c. Phase 3 – Agree the Certification Programme (CP).
 - d. Phase 4 – Demonstrate compliance with the TCB.
 - e. Phase 5 – MAA review of Certification evidence.
 - f. Phase 6 – Post Certification activities.
3. The TAA **should** use the output of the MAA Type Certification Report (TCR) (delivered at Phase 5) in response to the Type Certification Exposition (TCE) (submitted at Phase 4), in framing their initial RTS Recommendations (RTSR) ►³, ◀⁶.
4. An MTC **should not** be issued until the Air System is brought Under Ministry Control (UMC)⁷.
5. Where a TAA proposes to request credit for Certification activities undertaken by another Airworthiness Regulator, the TAA **should** complete a structured 2-part Type Design Examination process to agree the scope of the credit to be awarded, and the residual CP, with the MAA⁸.
6. Delivery Team personnel supporting the TAA with Certification Responsibilities **should** be identified by the TAA and attend the appropriate Certification course⁹.

Guidance Material 5810(1)

Certification of UK Military Registered Air Systems (MRP Part 21.A.11)

7. Successful completion of the MACP for a new Air System will result in the MAA issuing an MTC to the TAA. An MTC will cover the entire Air System, including engines and propellers, where applicable¹⁰. The MTC will certify that:
 - a. The Air System has been designed by an approved organization(s);
 - b. The Air System meets the approved TCB;
 - c. In cases in which the applicable TCB requirement cannot be literally complied with, either fully or in part, the MAA accepts a suitable alternative which provides an Equivalent Level of Safety (ELoS) through the use of compensating factors; or
 - d. The MAA accepts that Alternative Means of Compliance (AltMoC) with the Essential Requirements for Airworthiness¹¹ have been demonstrated.
 - e. The Air System is supported by appropriate RTSR, an approved Air System Document Set (ADS) containing instructions for safe operation and

⁴ Refer to RA 5010 – Type Airworthiness Strategy.

⁵ Refer to RA 1600 series: ► **Uncrewed Air Systems**. ◀

⁶ ►◀ Where RTS Recommendation (RTSR) is used in this RA, this also includes MPTF (In-Service) Recommendations.

⁷ Refer to RA 5301 – Air System Configuration Management.

⁸ Refer to Manual of Military Air System Certification (MMAC) Chapter 5: Certification Credit within the MACP.

⁹ As determined by the TAA.

¹⁰ Successful completion of the MACP for a change to Type Design for a Legacy Air System will result in the MAA issuing an Approved Design Change Certificate (ADCC) to the TAA. An ADCC only covers the certified change(s) to the Type Design as opposed to the whole Air System. Refer to RA 5820 – Changes in Type Design (MRP Part 21 Subpart D) and MMAC Chapter 3: Changes to Type Design (MRP Part 21 Subpart D).

¹¹ Refer to MMAC Annex A to Chapter 2.

**Guidance
Material
5810(1)**

sustaining Type Airworthiness and a comprehensive Type Airworthiness Safety Assessment¹².

Relationship with RTSR

8. The initial RTSR for new Air Systems needs to be approved by the relevant Defence Equipment and Support (DE&S) Operating Centre Director (OCD) and submitted to the MAA for independent Assurance⁶. For Major Changes, the MAA, in consultation with the RTS Authority (RTSA)¹³ and TAA, will decide during MACP Phase 3 if the MAA will carry out an RTSR Audit in addition to producing the TCR.

Requesting Certification credit

9. To be eligible to request Certification credit within the MACP, the TAA will need to successfully complete a structured 2-part Type Design Examination which is comprehensive, fully documented, auditable and involves the MAA. Detailed guidance regarding this process can be found in the MMAC⁸.

Further Guidance

10. Refer to the MMAC¹⁴ for further related Guidance Material.

**Regulation
5810(2)**

Demonstration of Capability (MRP Part 21.A.14)

5810(2) The TAA **shall** ensure that prior to any application for an MTC, the organization responsible for the design of the Air System and producing the associated Certification evidence can demonstrate its capability by holding an appropriate Design Organization (DO) Approval or is in the process of applying for such an Approval.

**Acceptable
Means of
Compliance
5810(2)**

Demonstration of Capability (MRP Part 21.A.14)

11. The DO **should** hold an approval from the MAA under the Design Approved Organization Scheme (DAOS) or an acceptable alternative covering the relevant scope of activities issued by the MAA¹⁵.

**Guidance
Material
5810(2)**

Demonstration of Capability (MRP Part 21.A.14)

12. Refer to the MMAC¹⁴ for further related Guidance Material.

**Regulation
5810(3)**

Application (MRP Part 21.A.15)

5810(3) An application for an MTC **shall** be made by the TAA using MAA Form 30.

**Acceptable
Means of
Compliance
5810(3)**

Application (MRP Part 21.A.15)

13. The MAA Form 30 submission **should** include:

- a. Preliminary descriptive data of the Air System, the intended use of the Air System, and the kind of operations for which Certification is requested.
- b. Details of the Type Design aspects that are considered to be novel technology and for which existing Certification Specifications do not provide adequate standards.
- c. The intended standards which will demonstrate compliance against Programmable Elements (PE) and / or Cyber Security for Airworthiness (CSA) requirements.

¹² Refer to RA 5012 – Type Airworthiness Safety Assessment.

¹³ Where RTS Authority (RTSA) is used in this RA, this also includes the Sponsor responsible for authorizing the MPTF (In-Service) or the TAM responsible for approving the MPTF (Special Case Flying) for Civilian Operated Air Systems, as detailed at RA 1305 – Military Permit to Fly (MPTF) (In-Service), (Special Case Flying) and (Single Task).

¹⁴ Refer to MMAC Chapter 2: Certification of Air System Type Designs (MRP Part 21 Subpart B) and the MACP.

¹⁵ Refer to RA 5850 – Military Design Approved Organization (MRP Part 21 Subpart J).

Acceptable Means of Compliance 5810(3)

14. Where Operational Suitability Data (OSD) is available for the Air System, the application for an MTC or changes in Type Design **should** include, or be supplemented after the initial application by, an assessment of the implications on the OSD resulting from military operation.
15. An application for a change in Type Design **should** be made under RA 5820¹⁶.

Guidance Material 5810(3)

Application (MRP Part 21.A.15)

16. When the application for an MTC is based on a Type Certificate (TC) issued by a civil regulator (such as the European Union Aviation Safety Agency (EASA)), such a TC may contain OSD as Approved Data. The OSD available will depend upon the class of Air System based around the following defined constituents:
 - a. Minimum syllabus of pilot type rating training, including the determination of type rating.
 - b. Definition of scope of the Air System Validation source data to support the objective qualification of simulator(s) associated to the pilot type rating training, or provisional data to support their interim qualification.
 - c. Minimum syllabus of Maintenance certifying staff type rating training, including determination of type rating.
 - d. Determination of type specific data for cabin crew training.
 - e. The Master Minimum Equipment List (MMEL).
 - f. Other type-related operational suitability elements.
17. An assessment of the implications on the OSD is required in the scope of the proposed military operation(s), taking in to account the difference in assumptions that were the basis for the OSD in the civil TC and compatibility with training for military pilots, other Aircrew and Maintenance certifying staff.
18. Refer to the MMAC for further related Guidance Material.

Regulation 5810(4)

Type Certification Basis (MRP Part 21.A.15)

- 5810(4) The OCD or TAA **shall** propose the TCB consisting of applicable Airworthiness Requirements and Military Certification Review Items (MCRIs) to include proposed Special Conditions, ELoS, Deviations and 'elect to comply' items as applicable.

Acceptable Means of Compliance 5810(4)

Type Certification Basis (MRP Part 21.A.15)

19. Defence Standard (Def Stan) 00-970¹⁷ series **should** be used as the default Certification Specifications for Airworthiness Requirements.
20. Formal Approval **should** be sought from the MAA for the use of alternative Certification Specifications⁸.
21. Certification Specifications used **should** be annotated with a clear statement as to which versions will be applied.
22. If the TAA elects to comply with an amendment to a Certification Specification that is effective after the filing of the application for an MTC, the TAA **should** also comply with any other amendment that the MAA finds is directly related.
23. Special detailed technical specifications, named Special Conditions, for an Air System, **should** be approved by the MAA if the related Certification Specifications do not contain adequate or appropriate Safety standards for the Air System or an element of its design, in any of the following circumstances:

¹⁶ Refer to RA 5820 – Changes in Type Design (MRP Part 21 Subpart D).

¹⁷ Refer to Defence Standard 00-970 – Certification Specifications for Airworthiness.

Acceptable Means of Compliance 5810(4)

- a. The Air System has or may have novel or unusual design features relative to the design practices on which the applicable Certification Specifications are based.
 - b. The Air System design usage assumptions do not match the intended military usage.
 - c. Experience from other similar In-Service Air Systems or having similar design features, has shown that Unsafe Conditions¹⁸ may develop.
 - d. Suitable Certification Specifications do not exist for the concerned Air System or specific design feature.
24. For new Air Systems, the TCB **should** be proposed by the relevant DE&S OCD¹⁹.
25. The TCB will be effective for a period of 5 years from the date of MTC application. If MTC / Restricted MTC (RMTC) is not achieved within that timescale, the TAA **should** undertake a review of the Certification Specifications used to define the TCB to assess any shortfalls against Airworthiness Requirements in the latest Issue.
26. The TCB, and all amendments to it during the Certification process, **should** be agreed by the MAA. Any Equivalent Safety Finding (ESF) or Deviations issued by the MAA **should** be incorporated into the TCB.
27. The TAA **should** maintain a register and adequate Configuration Control of all MCRIs applicable to the TCB.

Guidance Material 5810(4)

Type Certification Basis (MRP Part 21.A.15)

28. The MTC certifies that the Air System meets the TCB, including any applicable ESFs and Deviations¹⁴, otherwise an RMTC may be issued (see RA 5810(9)).
29. In line with relevant Certification Specifications, Instructions for Sustaining Type Airworthiness (ISTA) will be prepared iaw the TCB²⁰.
30. Any proposed alternative Certification Specifications will be sufficiently detailed and specific, such that the case for their use is clear.
31. Any Special Conditions will contain such Safety standards that the TAA finds necessary to establish a level of Safety that is acceptable to the MAA.
32. Where the MAA has previously approved a Specification(s) to support Certification of the Air System (or sub-system changes), it may be appropriate to use the same Specification(s) to identify Airworthiness Requirements for changes to Type Design. Justification for this choice would have to demonstrate that, with respect to the proposed change, the rationale underpinning the MAA's previous Approval remained valid and that the Certification Specification(s) provide adequate Airworthiness Requirements. Designation of applicable Certification Specifications for changes to Type Design is regulated by RA 5820¹⁶.
33. Refer to the MMAC¹⁴ for further related Guidance Material.

Regulation 5810(5)

Certification Programme (MRP Part 21.A.15)

- 5810(5) The TAA **shall** propose to the MAA a CP that ►◄ includes the means to demonstrate compliance.

Acceptable Means of Compliance 5810(5)

Certification Programme (MRP Part 21.A.15)

34. The CP **should** include:
- a. A project schedule including major milestones.

¹⁸ The ► phrase ◄ 'Unsafe Conditions' ► is ◄ used in RA 5805 – Airworthiness Directives and Service Bulletins (MRP Part 21 Subpart A) to justify the basis for an Airworthiness Directive or Service Bulletin.

¹⁹ Refer to RA 1013 – Air Systems Operating Centre Director - Provision of Airworthy and Safe Systems.

²⁰ Refer to RA 5815 – Instructions for Sustaining Type Airworthiness.

**Acceptable
Means of
Compliance
5810(5)**

- b. Identification of relevant personnel making decisions affecting Airworthiness.
 - c. A detailed description of the Type Design, including all the Configurations to be certified; proposed operating characteristics and limitations where available; and the intended use of the Air System and the kind of operations for which Certification is requested.
 - d. The TCB, as established and agreed at Phase 2, with a proposal for the Means of Compliance (MC) and related compliance document(s) for each applicable Airworthiness Requirement.
 - e. A proposal for a breakdown of the CP into meaningful groups of compliance demonstration activities and data, including a proposal for MC and related compliance document(s) against each group.
 - f. A proposal for the TAA and MAA Levels of Involvement (LoI) in the Verification of compliance demonstration activities and data.
35. The CP **should** be agreed by the MAA before compliance demonstration commences and updated as necessary during the Certification process.

**Guidance
Material
5810(5)**

Certification Programme (MRP Part 21.A.15)

36. Refer to the MMAC¹⁴ for related Guidance Material.

**Regulation
5810(6)**

Changes Requiring a New Military Type Certificate (MRP Part 21.A.19)

- 5810(6) The TAA **shall** apply for a new MTC if it is determined that any proposed change in design, Configuration, power, thrust or mass is so extensive that a substantially complete investigation of compliance with the applicable TCB is required.

**Acceptable
Means of
Compliance
5810(6)**

Changes Requiring a New Military Type Certificate (MRP Part 21.A.19)

37. Applications for a new MTC **should** demonstrate compliance with RA 5810(3).

**Guidance
Material
5810(6)**

Changes Requiring a New Military Type Certificate (MRP Part 21.A.19)

38. Changes in Type Design are addressed in RA 5820¹⁶ including guidance on when it may be necessary to apply for a new MTC.
39. Refer to the MMAC¹⁴ for further related Guidance Material.

**Regulation
5810(7)**

Compliance with the Type Certification Basis (MRP Part 21.A.20)

- 5810(7) The TAA **shall** demonstrate compliance with the TCB following the means approved in the CP.

**Acceptable
Means of
Compliance
5810(7)**

Compliance with the Type Certification Basis (MRP Part 21.A.20)

40. The TAA **should** submit a TCE to the MAA that includes:
- a. Access to all compliance documents referenced in the CP, updated to include justifications of compliance.

**Acceptable
Means of
Compliance
5810(7)**

- b. Detail of any difficulty or event encountered during the process of demonstration of compliance that may have an appreciable effect on Air System Safety or related Risk to Life (RtL).
- c. Identification of any Airworthiness Requirements not complied with that are compensated for by controls, factors, or mitigations that provide an ELoS.
- d. Identification of any Airworthiness Requirements not complied with that are compensated for by AltMoC to demonstrate compliance with Essential Requirements for Airworthiness¹¹.
- e. A statement from the TAA declaring:
 - (1) Compliance with the TCB following the means approved in the CP.
 - (2) No feature or characteristic has been identified that may make the Air System unsafe for the uses for which Certification is requested.

**Guidance
Material
5810(7)**

Compliance with the Type Certification Basis (MRP Part 21.A.20)

- 41. Where the MAA is satisfied that an ELoS has been demonstrated, an ESF will be issued.
- 42. Where the MAA is satisfied that AltMoC demonstrate compliance with the Essential Requirements for Airworthiness, a Deviation will be issued.
- 43. The MAA may elect to place a time limit on the validity of an ESF or Deviation, where appropriate, to enable full compliance with the applicable Certification Requirement(s) to be demonstrated.
- 44. Refer to the MMAC¹⁴ for related Guidance Material.

**Regulation
5810(8)**

Issue of Military Type Certificate (MRP Part 21.A.21)

- 5810(8) The TAA **shall** be issued with an MTC when the MAA has accepted that the requirements of the MACP have been fully satisfied and the TAA has confirmed that their organization is appropriately placed in terms of resourcing, contractual position and access to design information to manage the MTC.

**Acceptable
Means of
Compliance
5810(8)**

Issue of Military Type Certificate (MRP Part 21.A.21)

- 45. The TAA **should** make a declaration when appropriate that their organization is ready to manage the MTC. The declaration **should** include confirmation that the Air System is UMC²¹.

**Guidance
Material
5810(8)**

Issue of Military Type Certificate (MRP Part 21.A.21)

- 46. Refer to the MMAC¹⁴ for related Guidance Material.

**Regulation
5810(9)**

Issue of Restricted Military Type Certificate (MRP Part 21.A.21)

- 5810(9) The TAA **shall** be issued with a RMTC where compliance with the TCB, including appropriate ESFs and Deviations, has not been fully demonstrated, but the Certification evidence has been assessed, by the MAA, to demonstrate a level of Safety which is adequate with regard to the intended use.

²¹ Refer to RA 5301 - Air System Configuration Management.

**Acceptable
Means of
Compliance
5810(9)**

Issue of Restricted Military Type Certificate (MRP Part 21.A.21)

47. Alternative Means to demonstrate a level of Safety which is adequate with regard to the intended use **should** be agreed with the MAA, via an MCRI, supported by Aviation Duty Holder²² acceptance of any elevated RtL when compared to full compliance with the TCB requirements.
48. When shortcomings are identified in the Certification evidence provided in the TCE or RTSR, the TAA **should** progress the resultant MACP Actions to closure with MAA agreement or to a level deemed acceptable by the MAA.
49. Any restrictions identified in the RMTTC, or Restricted Approved Design Changes Certificate (RADCC)¹⁴, **should** be copied verbatim into the RTS by the RTSA.

**Guidance
Material
5810(9)**

Issue of Restricted Military Type Certificate (MRP Part 21.A.21)

50. Refer to the MMAC¹⁴ for further related Guidance Material.

**Regulation
5810(10)**

Type Design (MRP Part 21.A.31)

- 5810(10) The TAA **shall** ensure through Configuration Management that the certified Type Design is defined, identified and controlled by drawings, specifications, manufacturing processes and Airworthiness limitations.

**Acceptable
Means of
Compliance
5810(10)**

Type Design (MRP Part 21.A.31)

51. The Type Design **should** consist of:
- The drawings and specifications (or equivalent), and a listing of those drawings and specifications, necessary to define the Configuration and the design features of the Air System shown to comply with the applicable TCB.
 - Information on materials and processes, and on methods of manufacture and assembly necessary to ensure the conformity of the Air System.
 - An approved Airworthiness limitations section of the ISTA²⁰ as defined by the applicable Certification Specifications.
 - Any other data necessary to allow, by comparison, the determination of the Airworthiness of later Configurations of Air Systems of the same type.

**Guidance
Material
5810(10)**

Type Design (MRP Part 21.A.31)

52. Refer to the MMAC¹⁴ for related Guidance Material.

**Regulation
5810(11)**

Inspections and Tests (MRP Part 21.A.33)

- 5810(11) The TAA **shall** assure themselves that for inspections and tests undertaken to demonstrate compliance with the TCB, the test specimens adequately conform to the specifications of the proposed Type Design and the Test and Measuring Equipment to be used are adequate and appropriately calibrated.

**Acceptable
Means of
Compliance
5810(11)**

Inspections and Tests (MRP Part 21.A.33)

53. The TAA **should** assure themselves that, before inspections or tests are undertaken to demonstrate compliance with the TCB, the DO has ensured:

²² or Accountable Manager (Military Flying) (AM(MF)) if appropriate.

**Acceptable
Means of
Compliance
5810(11)**

- a. That materials and processes adequately conform to the specifications for the proposed Type Design.
 - b. Those parts of the Air System adequately conform to the drawings in the proposed Type Design.
 - c. That the manufacturing processes, construction and assembly adequately conform to those specified in the proposed Type Design.
 - d. That the test equipment and all measuring equipment used for tests are adequate and appropriately calibrated.
 - e. That a statement of conformity is issued listing any non-conformity, together with a justification that this will not affect the test results.
54. Where identified in the Lol agreed in the CP, the TAA **should** make provisions for the MAA to:
- a. Review any data and information related to the demonstration of compliance.
 - b. Witness or carry out any test or inspection conducted for the purpose of the demonstration of compliance.

**Guidance
Material
5810(11)**

Inspections and Tests (MRP Part 21.A.33)

55. The DO's statement of conformity is intended to ensure that: the manufactured test specimen adequately represents the proposed Type Design; the Test and Measuring Equipment conform to its purpose; and that the sensors and measuring system are appropriately calibrated. Any non-conformity will be assessed for justification that it will not compromise the test purpose and results. This can be achieved either in the statement of conformity or by cross reference to other documents (test minutes of meetings, test notes etc).
56. Type Certification is typically an iterative process in which the design is under continuous evolution. If the Type Design evolves after the time of the inspection or test, then the final Type Design will be checked against the proposed Type Design (as it was at the time of the inspection or test), and the differences (if any) analyzed to ensure that the inspection or test results are representative of the final Configuration. However, such changes made to the Type Design may lead to the invalidation of the inspection or test results and a need to repeat the inspection or test. The DO will need to have a robust Configuration Management process to track the evolving Type Design.
57. The Lol agreed in the CP will need to be considered by the TAA as this is where the MAA will have determined the inspections and tests they wish to witness.
58. The scope of these requirements is not limited to inspections and tests, they refer to any data or information related to demonstration of compliance with the TCB.
59. Refer to the MMAC¹⁴ for further related Guidance Material.

**Regulation
5810(12)**

Flight Tests (MRP Part 21.A.35)

5810(12) Flight testing for the purpose of obtaining an MTC or RMTC **shall** be conducted iaw RA 5880²³.

**Acceptable
Means of
Compliance
5810(12)**

Flight Tests (MRP Part 21.A.35)

60. The TAA **should** ensure that all necessary flight tests are conducted to determine compliance with the applicable TCB.
61. For civil-derived Military Registered Air Systems, the TAA **should** ensure that any flight testing undertaken for the civil Certification satisfies the requirements of MOD usage or makes provision to demonstrate compliance.

²³ Refer to RA 5880 – Military Permit to Fly (Development) (MRP Part 21 Subpart P).

Guidance Material 5810(12)	Flight Tests (MRP Part 21.A.35) 62. Nil.
Regulation 5810(13)	Responsibilities of the Holder (MRP Part 21.A.44) 5810(13) The TAA, as the MTC or RMTC holder, shall fulfil the Responsibilities detailed in RA 1015 ²⁴ .
Acceptable Means of Compliance 5810(13)	Responsibilities of the Holder (MRP Part 21.A.44) 63. Nil.
Guidance Material 5810(13)	Responsibilities of the Holder (MRP Part 21.A.44) 64. Nil.
Regulation 5810(14)	Transferability (MRP Part 21.A.47) 5810(14) If an MTC or RMTC is transferred, the transfer shall be made only to a TAA within the UK Defence Air Environment and who is able to fulfil the Responsibilities detailed in RA 1015 ²⁴ .
Acceptable Means of Compliance 5810(14)	Transferability (MRP Part 21.A.47) 65. The transfer of the MTC or RMTC should only be made with the agreement of the MAA.
Guidance Material 5810(14)	Transferability (MRP Part 21.A.47) 66. Refer to the MMAC ²⁵ for related Guidance Material.
Regulation 5810(15)	Duration and Continued Validity (MRP Part 21.A.51) 5810(15) An MTC, or RMTC shall remain valid subject to the TAA remaining in compliance with RA 1015 ²⁴ , and providing the certificate has not been suspended or revoked.
Acceptable Means of Compliance 5810(15)	Duration and Continued Validity (MRP Part 21.A.51) 67. Upon notification of suspension or revocation, the MTC or RMTC should be surrendered to the MAA Certification Division and the appropriate RTSA, Operating Duty Holder (ODH), and AM(MF) informed. 68. The TAA should inform the MAA, RTSA, ODH and AM(MF) as soon as practicable when they are no longer able to meet the Responsibilities defined by RA 1015 ²⁴ , for one or several types of Air System under their Responsibility.
Guidance Material 5810(15)	Duration and Continued Validity (MRP Part 21.A.51) 69. Refer to the MMAC ²⁵ for related Guidance Material.

²⁴ Refer to RA 1015 – Type Airworthiness Management – Roles and Responsibilities.

²⁵ Refer to MMAC Chapter 4: MTC and ADCC Explained.

**Regulation
5810(16)**

Record Keeping (MRP Part 21.A.55)

5810(16) The TAA **shall** ensure that all significant documents supporting Certification are retained and are available to the MAA in order to provide an Audit trail of evidence supporting Air Safety decision-making.

**Acceptable
Means of
Compliance
5810(16)**

Record Keeping (MRP Part 21.A.55)

70. Procedures **should** be applied to ensure that:

- a. An Audit trail of significant documents supporting Certification, and information necessary to ensure the continued Airworthiness and continued validity of the OSD, is maintained correctly²⁶.
- b. Any significant document supporting Certification can be made available to the MAA on request.

**Guidance
Material
5810(16)**

Record Keeping (MRP Part 21.A.55)

71. International or collaborative projects will be required to co-ordinate custodianship of appropriate documentation; however, the TAA will still need to agree suitable access.

72. Significant documents supporting Certification include any document supporting decision-making or evidence submitted as part of the MACP such as relevant design information, drawings, test reports, including inspection records for the Air System tested, meeting records, Safety Assessments, independent analysis etc.

73. It is acceptable that significant documents supporting Certification are held by the appropriate DO ► **providing that contractual arrangements are in place for UK MOD access to these documents when required.** ◀

74. Refer to the MMAC¹⁴ for further related Guidance Material.

**Regulation
5810(17)**

Manuals (MRP Part 21.A.57)

5810(17) The TAA **shall** ensure that all master copies of manuals required by the applicable TCB are produced, maintained and updated by the appropriate DO and are available to the MAA on request.

**Acceptable
Means of
Compliance
5810(17)**

Manuals (MRP Part 21.A.57)

75. The contents of the manuals **should** be Validated by the appropriate DO. For manuals generated by non-DO entities, the TAA **should** assume Responsibility for Validation.

**Guidance
Material
5810(17)**

Manuals (MRP Part 21.A.57)

76. Nil.

²⁶ Refer to RA 1225 – Air Safety Documentation Audit Trail.

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