Notice of Proposed Amendment: NPA 26/22

Title of Proposal: 5000 Series bi-annual up-issue incl RFC integration.

RA(s) or Manual Chapter(s): RA 5103, RA 5850

Summary of Proposed Amendment

Objective: Enhance clarity and update terminology.

Changes made:
RA 5103 : Admin updates. Updates resulting from DAOS review. New para 11.o. Para numbering changed in remaining para 11 sub paras. Para 13 reworded.
RA 5850 : Admin updates. New Regulation (11) introducing Low Level Privileges. Introduction, in para 76.f, of an additional privilege to Approve certain Major changes / Repairs. Para numbering changed throughout.

Impact Assessment: Major

RFC Reference(s): MAA/RFC/2026/039, 2026/102, 2026/106, 2026/136, 2026/194.

Cross-references to Other Documents or Relevant Sources

Other MRP Amendments: N/A

Service Inquiry Recommendations: N/A

AAIB Recommendations: N/A

Other Investigation Recommendations: N/A

Any Other Document: N/A

Feedback Notes for the Regulated Community

The Regulated Community are invited to offer feedback about the proposed amendment in the following areas:

- Air or Flight Safety impact
- Operational impact
- Errors or omissions
- Timescale for implementation
- Cost of implementation
- Amendment to internal processes/orders
- Resourcing the outcome of change
- Contract amendments because of the change

The format for feedback is available within a single Excel Template file on both internal and external MAA websites; it is important to use this format to ensure that your responses are considered and answered correctly.

Consultation Period Ends: 23 November 2026

The consultation period for this proposed amendment ends on the stated date. Please send your feedback, using the Response Form, via email to DSA-MAA-MRPEnquiries@mod.gov.uk

Table 1 MAA Author

Post	Name	Rank	Signature
DSA-MAA-Reg-Eng-5000	Redacted	Redacted	Redacted - Original Signed

Table 2 MAA Independent

Post	Name	Rank	Signature
DSA-MAA-Reg-Eng-1000	Redacted	Redacted	Redacted - Original Signed

Table 3 MAA Supervisor

Post	Name	Rank	Signature
DSA-MAA-Reg-Eng	Redacted	Redacted	Redacted - Original Signed

Table 4 MAA LegAd

Post	Name	Rank	Signature
N/A	N/A	N/A	N/A

Table 5 MAA Approval

Post	Name	Rank	Signature
DSA-MAA-OpAssure-Eng-DepHd	Redacted	Redacted	Redacted - Original Signed

RA 5103 – Certificate of Design

Rationale

Each Air System[1] (including related Products, Parts, Appliances, Airborne Equipment and Air Launched Weapons (ALW)) ►is◄ designed to meet ►defined◄ specification requirements. ►Failure to demonstrate compliance with those requirements, or to identify any associated Exemptions and Limitations, may result in design deficiencies that could adversely affect Airworthiness and compromise Air Safety. The Certificate of Design (CofD) provides documented evidence of the extent to which the specification requirements have been achieved and records any associated Exemptions and Limitations, enabling informed Airworthiness decisions to be made.◄

Contents

5103(1): Requirement and Scope for Certificate of Design
5103(2): Management and Authorisation of Certificates of Design

Regulation 5103(1)

Requirement and Scope for Certificate of Design

5103(1) The Design Organisation (DO) **shall** produce a CofD for new Air Systems, Products, Parts, Appliances, Airborne Equipment and ALW including changes and Repairs.

Acceptable Means of Compliance 5103(1)

Requirement and Scope for Certificate of Design

DO AMC

1. The CofD **should** certify the extent to which the design satisfies the requirements of the specification issued by or on behalf of the MOD, including any exceptions or limitations.

2. The DO **should** issue a new CofD in any of the following circumstances[2]:

   a. New Air Systems, Products, Parts, Appliances, Airborne Equipment and ALW.

   b. Major Changes in Type Design[3].

   c. Major Repairs[4].

   d. Modification of a Product, Part, Appliance, Airborne Equipment or ALW which requires re-substantiation of specification compliance.

   e. When deemed necessary by the Type Airworthiness Authority (TAA)[5], Commodity Chief Engineer (CE) or Local Technical Committee[6] in consideration of the nature of change.

3. The DO **should** consider the need to repeat qualification tests (re-qualification), in whole or in part, when a change in process, manufacture, material or material source, including explosive materiel, would invalidate the current issue of a CofD.

4. The DO **should** ensure any exceptions or limitations affecting Products, Parts and Appliances supplied to them by a sub-contractor are replicated in the new CofD issued by them.

Guidance Material 5103(1)

Requirement and Scope for Certificate of Design

DO GM

5. **Scope of CofD**. The CofD will cover the entirety of the specification. Therefore, it will cover both the Certification requirements from the agreed Type Certification Basis, together with other qualification requirements such as operational performance

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[1] For Uncrewed Air Systems (UAS) refer to RA 1600 Series – Uncrewed Air Systems.
[2] This list is not exhaustive and CofDs may be deemed appropriate for other circumstances.
[3] Refer to RA 5820 – Changes in Type Design (MRP Part 21 Subpart D) for definition of Major Changes.
[4] Refer to RA 5865 – Repairs (MRP Part 21 Subpart M).
[5] Refer to RA 1162 – Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems. Dependant on the agreed split of Type Airworthiness Responsibilities, Type Airworthiness Manager (TAM) may be read in place of TAA as appropriate throughout this RA.
[6] Refer to RA 5301 – Air System Configuration Management.

Guidance Material 5103(1)

and maintainability. The CofD is a key element of the evidence required for compliance with Phase 4 of the Military Air Systems Certification Process (MACP)[7]. Similarly, exceptions and limitations with the CofD will be considered within the TAA Release To Service Recommendations[8].

6. If the DO decides that re-qualification testing is considered necessary, they will advise the TAA or Commodity CE and explain any effect this will have on the CofD of the component or equipment. The DO will advise the TAA or Commodity CE of any significant changes to test requirements specified in the relevant production Contract.

7. Where a Modification is undertaken by an alternative DO[9] and intended for integration into an Air System it is generally expected that a single CofD be issued covering the complete installation.

8. **New or modified Air Systems, Products, Parts and Appliances – Use of existing evidence**. If evidence supplied by the DO is based on civil-certificated designs, the DO may discuss with the TAA or Commodity CE to what extent the requirement for a CofD is satisfied by appropriately recognised Artefacts such as Civil Aviation Authority / European Aviation Safety Agency (EASA) / Federal Aviation Administration Type Certificates and (European) Technical Standard Order[10].

9. **Uncrewed Air Systems (UAS)**. The CofD requirements for new UAS are dependent on the UAS category[1].

Regulation 5103(2)

Management and Authorisation of Certificates of Design

5103(2) The TAA, Commodity CE and DO **shall** appropriately manage the CofD.

Acceptable Means of Compliance 5103(2)

Management and Authorisation of Certificates of Design

DO AMC

10. The CofD **should** be signed by the responsible DO to certify the Air System, Part, Appliance, Airborne Equipment or ALW complies with the design and identifies any associated exceptions and limitations. DO signatories **should** be approved in accordance with (iaw) RA 5850[11].

11. There is no prescribed format for the CofD. A CofD **should** contain the following, or reference to the following, as a minimum:

a. Unique reference number.

b. Item description.

c. Organisation name.

d. Design Approved Organisation Scheme (DAOS) Approval reference number.

e. Applicable Certification basis.

f. Identification and brief description of the change or Repair.

g. Applicable Certification requirements and methods of compliance.

h. Change / Repair classification[12].

i. Compliance documents and independent checking function.

j. Any exceptions or limitations.

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[7] Refer to RA 5810 – Military Type Certificate (MRP Part 21 Subpart B).
[8] Refer to the RA 1300 Series – Release To Service.
[9] Refer to RA 5305 – In-Service Design Changes.
[10] Refer to RA 5875 – (European) Technical Standard Order (MRP Part 21 Subpart O).
[11] Refer to RA 5850 – Military Design Approved Organisation (MRP Part 21 Subpart J).
[12] Refer to RA 5820 – Changes in Type Design (MRP Part 21 Subpart D) and ►RA 5865◄ – Repairs (MRP Part 21 Subpart K).

Acceptable Means of Compliance 5103(2)

k. Structural Integrity Artefacts in support of the integrity baseline[13] if applicable.

l. Configuration Status Record or equivalent.

m. ALW Structural Design Record[14] (if applicable).

n. A Safety Assessment iaw Defence Standard 00-056[15] to demonstrate that the design is tolerably safe for the intended purpose.

o. ►An Environmental Assessment to demonstrate that the design delivers Sound Environmental Performance[16, 17].◄

p. A statement that the change or Repair has been approved ►◄ under privilege[11] (if applicable).

q. Date CofD issued.

r. ►The◄ approved DO design signature[18]. This statement declares that the design is compliant with the applicable certification basis after verifying the satisfactory completion of the certification process.

s. ►The◄ approved DO release signature. This statement confirms that the applicable DO procedures as specified in the Design Organisation Exposition[11] have been followed and that no feature or characteristic has been identified during the design investigation that may make the Air System including related Products, Parts, Appliances, Airborne Equipment and ALW unsafe.

t. TAA / Commodity CE acceptance signature[19] ►(if applicable).◄

12. ►◄ A CofD is a key element of the Design Records and **should** be managed iaw RA 5301[6].

TAA / Commodity CE AMC

13. ►Where DO privilege has not been exercised,◄ the CofD **should** be signed by the TAA, Commodity CE, or their Authorised representative ►as evidence of◄ acceptance of the CofD ►and◄ any Exceptions and Limitations.

14. When signed by the MOD, the CofD **should** be returned to the originating DO for retention.

Guidance Material 5103(2)

Management and Authorisation of Certificates of Design

►◄ DO ►◄ GM

15. The approved DO design signature and release signature may be signed by the same individual, combined into a single Signatory box on the CofD, providing that it is clear they are declaring fulfilment of both statements.

TAA / Commodity CE GM

16. Acceptance by the TAA or Commodity CE of the CofD does not imply acceptance of Responsibility for the design, which remains with the DO.

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[13] Refer to RA 5726 – Integrity Management.
[14] Refer to Defence Standard 07-085 Part 2 ►- Design Requirements for Weapons and Associated Systems.◄
[15] Refer to Defence Standard 00-056 – Safety Management Requirements for Defence Systems.
[16] ►Refer to JSP 816 – Defence Environmental Management System Element 5: Supervision, Contracting and Control of Activities.
[17] Environmental Assessment will be iaw Defence Standard 00-051, or an acceptable alternative set of requirements as specified within Defence Contracts, and account for the RA 1800 Series Environmental Regulatory requirements.◄
[18] Refer to RA 5850 Annex C paras 9, 10 and 11 – Authorized Signatories
[19] Refer to RA 1003 – Delegation of Airworthiness Authority and Notification of Air Safety Responsibility.

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RA 5850 – Military Design Approved Organisation (MRP Part 21 Subpart J)

Rationale

►Organisations undertaking military Air System design activities may be responsible for the development, Modification and support of designs that affect Air Safety. Design activities conducted by organisations that have not demonstrated appropriate Competence and governance may introduce design deficiencies or unsafe changes that could compromise Air Safety. Design Approved Organisation Scheme (DAOS) provides a mechanism for assessing and approving Design Organisations (DO) to ensure that they possess the Competence, procedures and oversight necessary to safely discharge their design Responsibilities.◄

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5850(1): Responsibilities of a Design Organisation
5850(2): Scheme Inclusion and Approval Award
5850(3): Design Management System (MRP Part 21.A.239)
5850(4): Design Organisation Exposition (MRP Part 21.A.243)
5850(5): Approval Requirements (MRP Part 21.A.245)
5850(6): Changes in Design Management System (MRP Part 21.A.247)
5850(7): Investigations and Inspections (MRP Part 21.A.257)
5850(8): Failures, Malfunctions and Defects
5850(9): Findings (MRP Part 21.A.258)
5850(10): Validity of Approval (MRP Part 21.A.259)
►5850(11): Low Level Privileges (MRP Part 21.A.263)◄
5850(12): ►Additional◄ Privileges (MRP Part 21.A.263)
5850(13): Designs using Government Furnished Equipment
5850(14): Record Keeping

Regulation 5850(1)

Responsibilities of a Design Organisation

5850(1) A DO or Co-ordinating DO (CDO) **shall** fulfil the defined design and development Responsibilities under their Terms of approval.

Acceptable Means of Compliance 5850(1)

Responsibilities of a Design Organisation

1. The DO **should** review this Regulatory Article (RA) in its entirety, noting the term DO throughout includes DO, CDO and Air System CDO. Therefore, CDO and Air System CDO may be read in place of DO as appropriate throughout this RA.

2. The DO **should**:

a. Meet the Responsibilities as defined[1].

b. Maintain its DO Exposition (DOE) in conformity with the Design Management System (DMS).

c. Ensure that the DOE references the basic working documents within the organisation.

d. Determine that the design of Products, Parts, Appliances, Airborne Equipment (AE) and Air Launched Weapons (ALW) or changes or Repairs thereof, comply with applicable Airworthiness requirements or Contracted specifications and have no feature that can lead to an Unsafe Condition.

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[1] Refer to RA 1014 – Design Organisations and Co-ordinating Design Organisations – Airworthiness Responsibilities.

Acceptable Means of Compliance 5850(1)

e. Provide to the Type Airworthiness Authorities (TAA) or Commodity Chief Engineer (CE) associated documentation confirming compliance, and when applicable a Certificate of Design (CofD)[2, 3, 4].

f. Ensure TAA or Commodity CE is provided access to the Design data, including instructions associated with ►emergent◄ Unsafe Conditions such as Airworthiness Directives[5] (AD), Service Bulletins[5] (SB) for civil-derived Air Systems, or Special Instructions (Technical) (SI(T))[6] for military designed Air Systems.

Guidance Material 5850(1)

Responsibilities of a Design Organisation

3. The role of the DO, CDO or Air System CDO to meet the Airworthiness Responsibilities of RA 1014[1] will be established by the TAA[7].

Regulation 5850(2)

Scheme Inclusion and Approval Award

5850(2) An organisation **shall** be included in the DAOS and awarded Approval for a defined range of Products, Parts, Appliances, AE and ALW, only when the organisation has been assessed and Approved by the Military Aviation Authority (MAA).

Acceptable Means of Compliance 5850(2)

Scheme Inclusion and Approval Award

4. An organisation seeking inclusion in the scheme **should** apply using MAA DAOS Form 80, which can be found on the MAA website under approval Schemes[8], through the MOD sponsor to the MAA.

5. Before a review of the organisation's design, development and post-design support arrangements is undertaken, the DO **should** satisfy the MAA that:

a. It is in the interests of MOD to include the organisation in the Scheme.

b. The organisation holds Quality Management System (QMS) Certification to AS/EN 9100, or to ISO 9001 providing the scope of the Certification covers the proposed DO Terms of Approval.

Guidance Material 5850(2)

Scheme Inclusion and Approval Award

6. Inclusion in DAOS is normally an essential pre-requisite for the award of design and development contracts for Air Systems[9]. Although it is understood that an organisation may wish to bid for a contract, it is the TAA or Commodity CE's Responsibility to consider whether, in this case, the organisation is capable of holding a DAOS Approval. The DAOS Approval is recognition that the MOD accepts that an organisation has demonstrated an appropriate standard of compliance and that a specified performance attribute or objective has been achieved.

7. When evidence presented by the organisation demonstrates that it satisfies the requirements of RA 5850, a DAOS Approval will be issued by the MAA.

8. A list of organisations that have been granted Approval is published by the MAA[10].

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[2] Refer to RA 5103 – Certificate of Design.
[3] Refer to RA 5820 – Changes in Type Design (MRP Part 21 Subpart D).
[4] Refer to RA 5865 – Repairs (MRP Part 21 Subpart M).
[5] Refer to RA 5805 – Airworthiness Directives and Service Bulletins (MRP Part 21 Subpart A).
[6] Refer to RA 5405 – Special Instructions (Technical).
[7] 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.
[8] Refer to https://www.gov.uk/government/publications/design-approved-organisation-scheme-daos.
[9] This use of 'Air System' includes, but is not limited to, Airborne Equipment, Air Launched Weapons, Survival Equipment, and Aircrew Equipment Assemblies.
[10] Refer to https://www.gov.uk/government/publications/list-of-maa-approved-organisations.

Guidance Material 5850(2)

Terms of Approval

9. The Terms of Approval will identify the types of design work, categories of Air Systems[9] for which the designer can operate as a DO, and the functions and duties that the organisation is Approved to perform. Those terms will be issued as part of the DO Approval.

10. The Terms of Approval encompass the Certificate and Schedule issued by the MAA:

a. The Certificate identifies the Approved organisation and its primary design location.

b. The Schedule includes:

(1) The scope of work (development, design changes and / or Repair and Post Design Services unless otherwise stated), with any appropriate limitations against which the Approval has been granted.

(2) The categories of Products, Parts, Appliances, AE and ALWs.

(3) Airworthiness and design signatories.

(4) Military Permit to Fly (MPTF) signatories.

(5) Approved TAM.

(6) ►Low Level Privileges (LLP) where this provision has been awarded by the MAA.

(7) Additional Privileges that can be invoked, in writing, by the relevant TAA or Commodity CE.◄

(8) TAM Responsibilities.

(9) Reference to the DOE, provided in accordance with (iaw) RA 5850(4).

Changes to the Terms of Approval

11. An application for a change to the Terms of approval will be made on MAA DAOS Form 82, which can be found on the MAA website under Approval Schemes[8].

12. Approval of a change in the Terms of Approval will be confirmed by an appropriate amendment of the Certificate and Schedule as appropriate.

Regulation 5850(3)

Design Management System (MRP Part 21.A.239)

5850(3) The DO **shall** demonstrate that it has established and is able to maintain a DMS for the control and supervision of the design, and of design changes, of Products, Parts and Appliances, AE and ALWs covered by the application.

Acceptable Means of Compliance 5850(3)

Design Management System (MRP Part 21.A.239)

13. The DO **should** establish, implement and maintain a DMS iaw Annex A of this RA that includes a Safety Management System and a design Assurance system with clear lines of Responsibility and Accountability throughout the organisation.

14. The DMS **should**:

a. Correspond to the size of the organisation and the nature and complexity of its activities, taking into account the Hazards and the associated Risks that are inherent in these activities; and

b. Be established under the direct Accountability of a single manager according to Annex A of this RA.

15. The DMS **should** be such as to enable the organisation:

a. To ensure that the design of the Products, Parts and Appliances, AE and ALWs or the design change or Repair solution thereof, comply with the applicable Airworthiness requirements or Contracted specifications and

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Acceptable Means of Compliance 5850(3)

establish the extent of compliance with the requirements by Inspection, Demonstration, Analysis and Test.

b. To ensure that its Responsibilities are properly discharged iaw the RA 5000 series as required by the organisation's contract with MOD, and in particular:

(1) The appropriate provisions of RA 5800 series.

(2) The Terms of Approval issued under RA 5850(2).

(3) CofD[2].

(4) Defence Air Safety Management[11].

(5) Configuration Management of design[12].

c. To independently monitor the compliance with, and adequacy of, the documented procedures of the system. This monitoring **should** include a feed-back system to a person or a group of persons having the Responsibility to ensure corrective actions are resolved.

16. The DO **should** hold regular design reviews to validate the design proposals, completion of which needs to be checked as part of the DMS.

17. The DMS **should** include an independent compliance Verification function to validate that the compliance evidence meets Certification requirements, on the basis of which the organisation submits a CofD and associated documentation to the TAA or Commodity CE.

18. The DMS **should** ensure that complete Instructions for Sustaining Type Airworthiness (ISTA)[13] and operating instructions (as required), are provided to the TAA or Commodity CE for the Air System[9]. The DMS **should** ensure that support and updated ISTA and operating instructions are provided, as required, throughout the life cycle of the Air System.

19. The DO **should** specify and document the manner in which the DMS accounts for the acceptability of the Products, Parts or Appliances, AE and ALWs designed and / or the tasks performed by partners or subcontractors.

Guidance Material 5850(3)

Design Management System (MRP Part 21.A.239)

20. The system monitoring function may be undertaken by the existing Quality Assurance organisation when the DO is part of a larger organisation. For an explanation of the terms used within a DMS refer to Annex A.

21. The independent compliance verification function is undertaken by Compliance Verification Engineers (CVE), as detailed within Annex A; this is a DO focussed role to ensure compliance with the applicable Certification requirements. This is not the same as the role of the Independent Technical Evaluator (ITE), who is appointed by the TAA or Commodity CE, independent of the DO and will provide independent analysis of the DO evidence.

22. However, when the Approved DO is introducing a Minor Change[3] to the Air System under privilege[14] the role of the ITE may, in agreement with the TAA, be satisfied by the independent assessment conducted by the CVE.

Regulation 5850(4)

Design Organisation Exposition (MRP Part 21.A.243)

5850(4) As part of the DMS the DO **shall** furnish a DOE to the MAA describing, directly or by cross-reference, the organisation, the relevant procedures and the Products, Parts, Appliances, AE and ALWs to be designed, changed or Repaired.

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[11] Refer to RA 1200 – Air Safety Management.
[12] Refer to RA 5301 – Air System Configuration Management.
[13] Refer to RA 5815 – Instructions for Sustaining Type Airworthiness.
[14] Refer to RA 5850(11): ►Low Level Privileges (MRP Part 21.A.263) and 5850(12): Additional◄ Privileges (MRP Part 21.A.263).

Acceptable Means of Compliance 5850(4)

Design Organisation Exposition (MRP Part 21.A.243)

23. The DOE **should** be produced and include the content detailed in Annex B. The DOE **should** be concise with sufficient information that is relevant to the Terms of Approval sought by the DO. If the DOE is completely or partially integrated into the company organisation manual, identification of the information required by RA 5850(4) **should** be provided by giving appropriate cross references and these documents made available to the MAA.

24. Where any Products, Parts, Appliances, AE or ALWs or any changes to these are designed by partner organisations or subcontractors, the DOE **should** articulate how the DO is able to give, for all Products, Parts, Appliances, AE and ALWs, the Assurance of compliance required by RA 5850(3) above. The statement **should** contain, directly or by cross-reference, descriptions and information on the design activities and organisation of those partners or subcontractors, as necessary to establish this statement.

25. To maintain DAOS Approval, the DOE **should** remain an accurate reflection of the organisation with significant[15] amendment submitted to the MAA for Approval. Amendment submission **should not** be taken to confer that Approval for the DAOS change is in place.

26. To demonstrate compliance with RA 5850(4), a DO with a European Union Aviation Safety Agency (EASA) or a UK Part 21 Subpart J Approval can use this in support of obtaining a DAOS Approval. In these instances, the DO **should** submit the handbook used in their civil Approval providing it covers the required Terms of Approval. In addition, the DO **should** provide the MAA with a supplementary Exposition that identifies the additional measures that have been put in place over and above those set down in its extant civil handbook and associated procedures, to account for the differences in complying with the MAA Regulatory Publications (MRP). For a DO with other civil Approvals, a justification **should** be submitted identifying why this is considered appropriate, and advice and agreement needs to be sought from the DAOS branch prior to submission of an application. This **should** demonstrate that the supplemental Exposition route is appropriate for the associated Products, Parts, Appliances, AE or ALW.

27. To obtain and maintain Approval of a TAM, a DO **should** submit a Type Airworthiness Management Supplement using the template hosted on the MAA Website.

Organisation

28. The DOE **should** show that:

a. The Head of the DO (HDO) for which an application for Approval has been made, has the direct or functional Responsibility for all departments of the organisation which are responsible for the design of the Products, Parts and Appliances, AE and ALWs. If the departments responsible for design are functionally linked, the HDO still carries the ultimate Responsibility for compliance of the organisation with this RA.

b. The HDO has the direct or functional Responsibility for all departments of the organisation which are involved in the design of changes to design or Repairs to Products, Parts, Appliances, AE and ALWs.

c. An Office of Airworthiness, or equivalent function, has been established and staffed on a permanent basis to act as the focal point for co-ordinating Airworthiness matters; it reports directly to the HDO or is integrated into an independent Quality Assurance organisation reporting to the HDO.

d. ►The Head of Safety (HoS) is the focal point for Safety within the DO and has the direct Responsibility for the associated Safety Management activities conducted by the DO in compliance to RA 1200[11] and Defence Standard (Def Stan) 00-056[16].◄

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[15] Refer to paragraph ►46◄.
[16] ►Refer to Def Stan 00-056 – Safety Management Requirements for Defence Systems.◄

Acceptable Means of Compliance 5850(4)

e. Person(s) have been nominated to liaise with the Authority and to co-ordinate Airworthiness matters. Their position in the organisation **should** allow direct reporting to the manager responsible for design.

f. Responsibilities for all tasks related to the design and Approval of changes to design or Repairs to Products, Parts, Appliances, AE and ALWs are assigned to ensure that all areas are covered.

g. Responsibilities for all tasks related to Design Investigations are assigned in such a way that gaps in authority are excluded.

h. The process for tailoring of the design system is dependent on complexity of design activities.

i. Co-ordination between technical departments and the Head of Independent System Monitoring (HISM) has been established:

(1) To ensure quick and efficient reporting and resolution of difficulties encountered using the DO handbook and associated procedures.

(2) To maintain the DMS.

(3) To optimise Auditing activities.

Guidance Material 5850(4)

Design Organisation Exposition (MRP Part 21.A.243)

29. A template Design Organisation Exposition and Type Airworthiness Management Supplement are provided on the MAA website.

Regulation 5850(5)

Approval Requirements (MRP Part 21.A.245)

5850(5) The DO **shall** demonstrate that:

a. Staff in all technical departments are of sufficient numbers and experience and have been given appropriate authority to discharge their allocated Responsibilities.

b. There is full and efficient coordination between departments and within departments in respect of Airworthiness.

Acceptable Means of Compliance 5850(5)

Approval Requirements (MRP Part 21.A.245)

General

30. The DO **should** ensure that the accommodation, facilities and equipment are adequate to enable the staff to satisfy the Airworthiness requirements or Contracted specifications for the Product, Part, Appliance, AE and ALWs.

31. The data submitted iaw RA 5850(4) **should** show that sufficient skilled personnel are available and suitable technical and organisational provisions have been made for carrying out the Design Investigation[17] defined under RA 5850(3).

Personnel

32. The DO **should** show that the personnel available to comply with this RA are, due to their ►appropriate◄ qualifications and number, able to provide Assurance of the design, design change or Repair of Products, Parts, Appliances, AE and ALWs, as well as the compilation and verification of all data needed to meet the applicable Certification Specifications.

33. Evidence of their qualifications and experience **should** be documented for the persons who accept the duties defined by the following roles:

a. Chief Executive. A statement of the qualification and experience of the Chief Executive is normally not required unless they are also filling one of the other specified roles (paragraphs ►33◄ b-e).

[17] The term 'Design Investigation' means the tasks of the organisation in support of the Military Type Certificate (MTC) or other Design approval processes necessary to show and verify and to maintain compliance with the applicable Certification Specifications.

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Acceptable Means of Compliance 5850(5)

b. HDO. The position of HDO, due to the nature of the role in the DO, can also hold additional roles such as the TAM where clear independence, sufficient capacity and clear separation of the Responsibilities can be demonstrated.

c. Head of Airworthiness (HoA).

d. HISM. The position of the HISM, due to the nature of the role in independent system monitoring, **should not** be permitted to hold additional roles such as TAM, HDO, HoA or CofD Signatory.

e. ►HoS.◄

f. CVE.

g. TAM.

34. The credentials of the, HDO, HoA, HISM, ►HoS◄ and TAM **should** be provided to ►the◄ MAA using a MAA DAOS Form 4.

35. Anyone who has authority to sign the CofD, or MPTF (Development) within the DO **should** also provide the MAA with a MAA DAOS Form 4.

36. For the CVE, no individual statement is needed. CVEs **should** be selected by the DO based on their knowledge, background and experience as defined in the DOE. When necessary, complementary training **should** be established to ensure that CVEs have sufficient background and knowledge in the scope of their Authorisation.

37. The DO **should** maintain a record of the CVE personnel, which includes details of the scopes of their Authorisations. The CVE personnel **should** be given reasonable access on request to their own records. As part of its investigations, MAA **should** have the right to access the data held in such a system.

38. Where a TAM holds other roles in the DO, independence **should** be demonstrated.

39. The DO **should** maintain a record of anyone who has authority to sign the Flight Clearance Note for Non-Production Standard Propulsion Systems in support of an MPTF (Development)[18]. As part of its investigations, the MAA **should** be given access to the data held in such a system.

Technical

40. The Chief Executive **should** provide the necessary resources for the proper functioning of the DO.

41. The DO **should** have access to:

a. Workshops and production facilities which are suitable for manufacturing prototype models and test specimens.

b. Accommodation and test facilities which are suitable for carrying out tests and measurements needed to demonstrate compliance with the applicable Certification Specifications.

Guidance Material 5850(5)

Approval Requirements (MRP Part 21.A.245)

Technical

42. The test Facilities may be subjected to additional technical conditions related to the nature of the tests performed.

43. Staff will be suitably qualified and with commensurate levels of experience appropriate for the role they have been assigned.

44. For smaller DOs, certain roles within the DO may be combined. Combinations of Responsibilities are acceptable where:

a. The role of the HDO may be fulfilled by the Chief Executive of the legal entity;

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

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Guidance Material 5850(5)

b. The HDO, ►HoA and HoS◄ are the same person, provided that the person has the Competence to fulfil ►each function◄;

c. The role of the HISM is an external person for all or part of the role;

d. A part-time HoA, provided that the person is directly involved in the DO, and not by an agreement between two DOs, and provided that the availability of the person ensures that response times will be adequate.

Regulation 5850(6)

Changes in Design Management System (MRP Part 21.A.247)

5850(6) After the issue of a DO Approval, each change to the DMS that is significant to the showing of compliance or to the Airworthiness of the Product, Part, Appliance, AE and ALWs **shall** require Approval by the MAA.

Acceptable Means of Compliance 5850(6)

Changes in Design Management System (MRP Part 21.A.247)

45. An application for Approval of a change to the DO **should** be made using MAA DAOS Form 82 and submitted to the MAA. Before implementation of the change the DO **should** demonstrate to the MAA, on the basis of submission of proposed changes to the DOE, that it will continue to comply with this RA after implementation. ►Application submission **should not** be taken to confer that Approval for the change is in place.◄

Guidance Material 5850(6)

Changes in Design Management System (MRP Part 21.A.247)

Significant changes in the DMS

46. In addition to a change in ownership or Terms of Approval, the following changes to the DMS will be considered as 'significant' to the showing of compliance or to the Airworthiness of the Products, Parts, Appliances, AE and ALWs:

a. **Organisation**

(1) Change in the industrial organisation (partnership, suppliers, design work-sharing) unless it can be shown that the independent checking function of the showing of compliance is not affected.

(2) Change in the parts of the organisation that contribute directly to the Airworthiness (independent checking function, Office of Airworthiness (or equivalent)).

(3) Change to the independent monitoring principles.

b. **Responsibilities**. Change of the management staff assessed for Airworthiness Competence:

(1) HDO;

(2) HoA;

(3) HISM;

(4) ►HoS◄

(5) Change of CofD or MPTF Signatory;

(6) Or new distribution of Responsibilities affecting Airworthiness.

c. **Procedures**. Change to the principles of procedures related to:

(1) The design Certification.

(2) The classification of changes and Repairs as Major or Minor[3].

(3) The management of Major Changes and major Repairs.

(4) The Approval of the design of Minor Changes and minor Repairs[14].

(5) The issue of information and instructions.

(6) Documentary changes to the Aircraft Flight Manual.

(7) Type Airworthiness.

(8) The Configuration Control, when Airworthiness is affected.

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Guidance Material 5850(6)

(9) The acceptance of design tasks undertaken by partners or subcontractors iaw RA 5850(4).

(10) MPTF (Development).

d. **Resources**. Substantial change in the number and / or experience of staff.

Regulation 5850(7)

Investigations and Inspections (MRP Part 21.A.257)

5850(7) The DO **shall** make arrangements that allow the MAA to make any investigations, inspections, including investigations of partners and subcontractors, or review any report necessary to determine compliance with this RA.

Acceptable Means of Compliance 5850(7)

Investigations and Inspections (MRP Part 21.A.257)

47. Arrangements **should** be made to allow the MAA to make investigations of the DO including partners, subcontractors and suppliers. This includes assisting and co-operating with the MAA in performing inspections and Audits conducted during initial assessment and subsequent Assurance.

Guidance Material 5850(7)

Investigations and Inspections (MRP Part 21.A.257)

48. Assistance to the MAA includes all appropriate means associated with the facilities of the DO to allow the MAA to perform these inspections and Audits, such as a meeting room and office support.

Regulation 5850(8)

Failures, Malfunctions and Defects

5850(8) The DO **shall** ensure that a robust process is in place for collecting, investigating and analysing reports of and information related to failures, malfunctions and defects, as identified by themselves, their partners or subcontractors.

Acceptable Means of Compliance 5850(8)

Failures, Malfunctions and Defects

Failures, Malfunctions and Defect Reporting

49. The DO **should** make appropriate arrangements to report to the TAA or Commodity CE any failure, malfunction, defect or other Occurrence related to an Air System[9] ►◄ which has resulted in or may result in an Unsafe Condition.

50. The DO **should** ensure they have a system in place for the management and tracking of failure, malfunction and defect reporting for their Air System[9] that is agreed with the TAA or Commodity CE.

51. The DO **should** notify the TAA or Commodity CE of any potential need for a restriction on flying limitations (or Special Flying Instruction) arising from any reported failure, malfunction or defect.

52. The DO **should** raise and distribute a Narrative Fault Report when:

a. A failure, malfunction or defect occurs which could affect the Safety of personnel, ►◄ materiel, ►◄ operational effectiveness, or availability of materiel, and which is not of sufficient urgency to require an urgent report being sent but is nevertheless sufficiently important to justify a detailed investigation.

b. When required by a Service Inquiry or as directed by the TAA or Commodity CE.

Failures, Malfunctions and Defect Investigation and Closure

53. The DO **should** ensure they have a system in place for the investigation of failures, malfunctions and defects for their Air System[9], that is agreed with the TAA or Commodity CE.

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Acceptable Means of Compliance 5850(8)

54. In the case of a failure, malfunction or defect arising from a design or production deficiency, the relevant DO or Production Organisation, as appropriate, **should** investigate the Cause and report the results to the TAA or Commodity CE.

55. When failures, malfunctions and defects are reported on materiel which has been procured as both Contractor Furnished Equipment and Government Furnished Equipment, a common investigation and reporting procedure **should** be used.

56. On receipt of a request for an investigation, the DO **should** call forward all faulty materiel required for investigation.

57. The DO **should** ensure they have a system in place for the rectification and closure of reported failures, malfunctions and defects, that is agreed with the TAA or Commodity CE.

Quarantine

58. The DO **should** ensure that when they are in possession or control of materiel that is reported as faulty, it is quarantined and protected to prevent deterioration or disturbance which may hamper investigation and is disposed of in a controlled manner.

Guidance Material 5850(8)

Failures, Malfunctions and Defects

59. A Narrative Fault Report may be made on a MOD Form 760 Narrative Fault Report or equivalent.

60. Failure, malfunction and defect investigation priorities may be determined by the TAA or Commodity CE.

61. The DO will agree with the MOD individual authorising the request the format and distribution of investigation reports resulting from data analysis requests.

Regulation 5850(9)

Findings (MRP Part 21.A.258)

5850(9) After receipt of notification of findings, the DO **shall** demonstrate corrective action appropriate to the level of the finding.

Acceptable Means of Compliance 5850(9)

Findings (MRP Part 21.A.258)

62. After receipt of notification of findings under the administrative procedures established by the MAA, the DO **should** demonstrate corrective action to the satisfaction of the MAA within the agreed period[19].

63. In the case of a significant finding resulting in the suspension or revocation of their DO Approval[20], the DO **should** provide confirmation of receipt of this notice ►◄.

Guidance Material 5850(9)

Findings (MRP Part 21.A.258)

64. In case of a significant finding, the DO may be subject to a partial or full suspension or revocation of its Approval.

65. Details of Findings levels and Observations can be found in MAA03[19].

66. The MAA will inform the relevant TAA(s) or Commodity CE and ►MOD◄ Sponsor of any findings and Corrective Action Requirements (CAR).

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[19] Refer to MAA03: MAA Regulatory Processes, Annex F – MAA Assurance.
[20] Refer to MAA01: MAA Regulatory Principles.

Regulation 5850(10)

Validity of Approval (MRP Part 21.A.259)

5850(10) A DAOS Approval **shall** be issued for an unlimited duration and remain valid subject to:

a. The DO remaining in compliance with applicable RAs;
b. The MAA or its nominated representative being granted access to the organisation to determine continued compliance with applicable RAs; and
c. The Approval Certificate not being surrendered, suspended or revoked.

Acceptable Means of Compliance 5850(10)

Validity of Approval (MRP Part 21.A.259)

67. The DO **should** confirm in writing prior to any formal MAA assessment or not later than every 3 years from the last notification that the contents of their Approval Certificate and DOE remain valid. Failure to provide the required confirmation can result in the suspension of the Approval.

Guidance Material 5850(10)

Validity of Approval (MRP Part 21.A.259)

68. Nil.

Regulation 5850(11)

►Low Level Privileges (MRP Part 21.A.263)

5850(11) The DO **shall** only operate LLP when this has been awarded by the MAA.

Acceptable Means of Compliance 5850(11)

Low Level Privileges (MRP Part 21.A.263)

Operation of Low Level Privilege

69. The DO **should** only operate LLP when they have had their Competence assessed by the MAA and their Terms of Approval updated to contain the relevant LLP provision.

70. The DO **should** be entitled, within its Terms of Approval and under the relevant procedures of the DMS, to operate LLP to:

a. Classify design changes as Minor[3] or Major[3].

(1) Determine those which require no further demonstration of compliance. These changes are colloquially identified as Minor-Minor.

b. Approve Minor-Minor changes.

71. The DO **should** develop its own internal procedures for the LLP based on the requirements of Annex C.

72. The DO **should** provide Assurance to the TAA or Commodity CE that there is a robust mechanism for accurate classification and management of the Configuration Control of the Air System or equipment for any changes Approved under the provisions of LLP. These **should** be monitored through Local Technical Committee, Configuration Control Board meetings or an appropriate alternative quarterly working group.

Guidance Material 5850(11)

Low Level Privileges (MRP Part 21.A.263)

73. Low Level Privilege is the permission granted to a DO to Authorise them to Approve Minor-Minor design changes directly and without requiring subsequent TAA Approval. These are design changes classified as Minor[3] and which have been determined to have no further requirement for demonstration of compliance[3].

74. The MAA retains the ultimate sanction of limiting the scope of an organisation's Approval if it is deemed that the DO is not fully compliant with the MRP.

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Regulation 5850(12)

Additional◄ Privileges (MRP Part 21.A.263)

5850(12) A DO **shall** operate ►additional◄ privileges only when they have been invoked by the appropriate TAA or Commodity CE.

Acceptable Means of Compliance 5850(12)

►Additional◄ Privileges (MRP Part 21.A.263)

Invoking specific ►additional◄ privileges

75. The DO **should** only operate ►additional◄ privileges when they have had their Competence assessed by the MAA, their Terms of Approval contain the relevant ►additional privilege◄ provision, and the ►additional◄ privileges are invoked in writing by the TAA or Commodity CE.

76. Once invoked, the DO **should** be entitled, within its Terms of Approval and under the relevant procedures of the DMS, to operate the ►additional privileges◄ to:

a. Classify ►◄ Repairs[21] as Minor or Major.

b. Approve Minor Changes[22] and ►/ or Approve◄ minor Repairs[23].

c. Issue information and instructions, containing the following statement: "The technical content of this documentation is Approved under the authority of MAA DAOS ref. [UK.MAA.DAOS.xxxx]," where 'xxxx' represents the reference number. NB: This privilege **should not** be used for instructions relating to an Unsafe Condition[24], including ADs[5] and SI(T)s[6].

d. To Approve the flight conditions under which an MPTF (Development) can be issued[18], except for initial flights of:

(1) A new type of Air System; or

(2) An Air System modified by a change that is, or would be, classified as a Significant or Substantial Major Change[25]; or

(3) An Air System whose flight and / or piloting characteristics have been modified; or

(4) An Air System dedicated to expanding the agreed flight envelope, as defined within an extant Release To Service[26] (RTS).

e. Issue an MPTF (Development)[18] for an Air System it has designed or modified, or for which it has Approved the conditions under which the MPTF (Development) can be issued and when the DO itself is controlling the Configuration of the Air System under its scope of DO Approval, noting that the Privileged DO cannot issue the initial MPTF (Development).

f. ►Approve certain[27] Major Changes and / or certain[27] major Repairs.◄

77. The DO **should** develop its own internal procedures for the relevant ►additional◄ privileges identified in paragraph ►76◄, based on the requirements of Annex C.

78. The DO **should** assure the TAA or Commodity CE that any changes Approved under the provision of any privilege that has been invoked are accurately classified.

79. ►Where the TAA or Commodity CE has determined that a change has been incorrectly classified, the TAA or Commodity CE **should** reclassify the design change and notify the DO.◄

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[21] Refer to RA 5865(3): Classification of Repairs (MRP Part 21.A.435).
[22] Refer to RA 5820(3): Approval of Minor Changes (MRP Part 21.A.95).
[23] Refer to RA 5865(5): Issue of a Repair Design Approval (MRP Part 21.A.435).
[24] Refer to RA 5825 – Fault Reporting and Investigation.
[25] Refer to the Manual of Military Air System Certification (MMAC).
[26] Refer to RA 1300 – Release To Service.
[27] ►The scope and extent of this additional privilege is subject to the endorsement of the MAA Certification Division, and which **should** be contained within the DO Terms of Approval and detailed within their DAOS Approval Schedule. This additional privilege **should** only be considered where there is sufficient evidence of the DO previous experience, competence, and acceptable demonstration of compliance for the proposed scope and extent of the requested additional privilege.◄

Acceptable Means of Compliance 5850(12)

80. The DO **should** assure the TAA or Commodity CE that there is a robust mechanism for managing the Configuration Control of the Air System or equipment for any changes Approved under the provisions of any privilege that has been invoked.

81. The DO **should** provide the TAA or Commodity CE or their authorised representative a declaration that the change or Repair has been Approved.

82. The TAA or Commodity CE or their authorised representative **should** acknowledge receipt of declaration of Approval.

83. The TAA or Commodity CE **should** make appropriate arrangements for Configuration Management in conjunction with the DO, to ensure that the application of design changes, including any SI(T) or SB to the same Air System or equipment, is managed effectively and is transparent to the Operating Duty Holder.

84. The ►additional◄ privileges invoked **should** remain valid until such time as they are surrendered, suspended or revoked. In the situation where the individual invoking the privileges departs their post, the privileges invoked **should** remain valid for a maximum period of 3 months until such time as the new incumbent can re-assess the award of privileges. The privileges **should** be automatically revoked if not re-awarded within the 3-month period.

Guidance Material 5850(12)

►Additional◄ Privileges (MRP Part 21.A.263)

Invoking Specific ►Additional◄ Privileges

85. Whilst the TAA or Commodity CE has the ability to revoke ►additional◄ privileges, the MAA holds the ultimate sanction of limiting the scope of an organisation's Approval if it is deemed the DT, DO or organisation is not fully compliant with the MRP.

86. The information and instructions, including the necessary data, are issued by the DO to the TAA or Commodity CE to implement a change, a Repair, or an inspection. Some are also issued to provide Maintenance organisations with all necessary Maintenance data for the performance of Maintenance, including implementation of a change, a Repair, or an inspection.

87. The preparation of this data involves design, production and inspection. As the overall Responsibility, through the privilege, is allocated to the DO, these aspects will be properly handled by the DO to obtain the privilege "to issue information and instructions containing a statement that the technical content is Approved", and a procedure will exist.

88. In derogation to para ►76◄, for a military Air System derived from a civil type certified Air System, the holder of a MAA DAOS Approval may be entitled to declare to the TAA the applicability, through Validation of no impact to the military Certification basis and the intended use, of the following when it is has already been Approved by an MAA agreed civil aviation authority or a DO[28] utilising its civil-Approval privilege:

a. A Minor design change; or

b. An ISTA; or

c. Revisions to the flight manual.

Regulation 5850(13)

Designs using Government Furnished Equipment

5850(13) The DO **shall** obtain the authority of the MOD before altering the design of any Government Furnished Equipment (GFE).

Acceptable Means of Compliance 5850(13)

Designs using Government Furnished Equipment

89. If the DO has any doubt about the design suitability of any item, or has proposals for design changes, they **should** advise the MOD at the earliest opportunity.

[28] Where an Alternative Acceptable Means of Compliance has been Approved by the MAA for use of the civil Approval under RA 1005 – Contracting with Competent Organisations or RA 1014 – Design Organisations and Co-ordinating Design Organisations - Airworthiness Responsibilities.

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Guidance Material 5850(13)

Designs using Government Furnished Equipment

90. The installation, functional and environmental interface definitions documentation may be formally referred to as the Interface Control Documentation (ICD).

91. Where GFE is provided without the appropriate supporting Design Records (eg CofD, ICD), the DO will communicate the omission to the relevant TAA or Commodity CE for their decision to proceed with the design change.

Regulation 5850(14)

Record Keeping

5850(14) All relevant design information, drawings, test reports, including inspection records and Type Airworthiness Management information **shall** be held by the appropriate DO, and available if required.

Acceptable Means of Compliance 5850(14)

Record Keeping

92. Such documentation **should** be held in order to provide the information necessary to ensure the Type Airworthiness of an Air System and be retained[29].

Guidance Material 5850(14)

Record Keeping

93. International or collaborative programmes will be required to co-ordinate custodianship of appropriate documentation.

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[29] Refer to RA 1225 – Air Safety Documentation Audit Trail.

Annex A
Design Management System (DMS)

Definitions

1. The system monitoring function may be undertaken by the existing Quality Assurance organisation when the DO is part of a larger organisation.

2. The DMS is the organisational structure, Responsibilities, procedures and resources to ensure the proper functioning of the DO.

3. The DMS includes a Safety Management System and a design Assurance system with clear lines of Responsibility and Accountability throughout the organisation. Design Assurance means all those planned and systematic actions necessary to provide adequate confidence that the organisation has the capability:

   a. To design Products, Parts or Appliances iaw the applicable Certification Specifications.

   b. To show and verify the compliance with the applicable Certification Specifications, or Product, Part, Appliance, AE and ALW specifications.

   c. To demonstrate to the MAA this compliance for the purposes of DAOS Approval and to the TAA when required.

Design Management System

4. The complete process starts with the Certification Specifications and Product, Part and Appliance specifications that culminates in Type Certification. It establishes the relationship between the design, the Design Investigation and design Assurance processes.

5. Effective design Assurance demands a continuing evaluation of factors that affect the adequacy of the design for intended applications, in particular that the Product, Part or Appliance, complies with applicable Certification Specifications and will continue to comply after any change. Such changes include amendment to place of manufacture, manufacturing methods or material sources[30].

6. Two main aspects **should** therefore be considered:

   a. How the planned and systematic actions are defined and implemented, from the very beginning of design activities up to Type Airworthiness activities;

   b. How these actions are regularly evaluated and corrective actions implemented as necessary.

Design Management System - Independent Verification function of the showing of compliance

7. The independent compliance Verification function **should** verify that the compliance evidence supports the claims of compliance against the Certification requirements. Verification **should** be by a person not creating the compliance data. Such person may work in conjunction with the individuals who prepare compliance data.

8. The Verification **should** be shown by signing compliance documents, including test programmes and data.

9. There is normally only one CVE nominated for each Certification Specification, or Product, Part and Appliance specifications for a given design activity.

10. An individual can be a CVE for more than one discipline where they can demonstrate appropriate competence.

11. A procedure **should** cover the non-availability of nominated persons and their replacement when necessary.

Planned and Systematic Actions

12. For the DO carrying out Design Investigation of Products, Parts, Appliances, AE and ALW, the subsequent tasks and procedures will be defined and put in place to cover the planned and systematic actions.

General

13. To issue or, where applicable, supplement or amend the DOE iaw RA 5850(6), in particular to indicate the initiation of design activities on a Product, Part, Appliance, AE and ALW.

[30] A change in place or method of manufacture or a change of explosive material or source of explosive material will require Independent Ordnance, Munitions and Explosives Safety Advisor advice; refer to DSA 02.OME(2) – Appointment of an Independent OME Safety Advisor.

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14. To assure that all instructions of the DOE are adhered to.

15. To nominate staff as CVEs responsible to Approve compliance documents.

16. To nominate personnel belonging to the Office of Airworthiness with appropriate Responsibilities.

17. To ensure full and complete liaison between the DO and related organisations having Responsibility for Products, Parts and Appliances manufactured to the specification.

18. To provide the Assurance to the TAA or Commodity CE that prototype models and test specimens adequately conform to the design.

Chief Executive and HDO (or their Deputy)

19. The Chief Executive will provide the necessary resources for the proper functioning of the DO.

20. The HDO, or an authorised representative, **should** sign a CofD[2] stating compliance with the applicable Certification Specifications, or Product, Part, Appliance, AE and ALW specifications, after Verification of satisfactory completion of the Design Investigation. Iaw RA 5810[31] and RA 5820[3], their signature on the CofD confirms that the procedures as specified in the DOE have been followed.

21. The functions of Chief Executive and HDO may be performed by the same person.

Compliance Verification

22. The CVE **should** be involved throughout the Design Investigation including:

a. Project Definition in support of the Head of the Office of Airworthiness:

(1) Supporting the Classification of changes to Design or Repair as Major or Minor.

(2) Agree the Certification basis through identifying the Airworthiness Requirements eg Def Stan 00-970 or Contracted specification. This will include the determination if the evidence from legacy tests remains valid and suitable for the intended use. Where the CVE has not witnessed the test due to the legacy nature, a suitable justification **should** be proposed.

(3) Agree the Means of Compliance including the Test Requirements.

(4) Approve the Test Plan.

(5) Endorse the project to move to the next phase.

b. Testing

(1) The CVE **should** determine their level of involvement in the testing to satisfy their need to demonstrate compliance, for example to gain confidence that a Test House has conducted the test appropriately or to deal with any issues that arise during the test that need interpretation on compliance. The level of involvement of the CVE will take into consideration the criticality of the system, maturity of the technology, type of testing etc.

Note: the CVE does not conduct the testing.

(2) The CVE will agree the Test Programme and sign the subsequent Test Report to confirm they are content that compliance with the Certification Programme has been demonstrated and that any exceptions or limitations are recorded. Alternatively, the CVE may sign a Compliance Check List (CCL) confirming compliance has been demonstrated.

Note: The Test Report or CCL may have multiple CVE signatures covering different disciplines.

(3) A record **should** be retained where the CVE has challenged the test report and the subsequent outcome.

c. Verification

(1) The CVE **should** review all compliance data and make a statement to confirm that verification of compliance has been demonstrated with the applicable Certification basis, in accordance with the agreed Means of Compliance and that where there have been any exceptions or limitations these have been declared.

[31] Refer to RA 5810 – Military Type Certificate (MRP Part 21 Subpart B).

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Office of Airworthiness

23. Liaison between the DO and the TAA or Commodity CE with respect to all aspects of the Certification Programme.

24. Ensuring that a DOE is prepared and updated as required in RA 5850(4).

25. Co-operation with the MAA in developing procedures to be used for the design Certification process.

26. Issuing of guidelines for documenting compliance.

27. Co-operation in issuing guidelines to ensure compliance with the Regulations for the preparation of the manuals, SB, SI(T), design changes, drawings, specifications and standards.

28. Ensuring distribution of applicable Certification Specification and other specifications.

29. Co-operating with the TAA or Commodity CE in proposing the Type Certification Basis.

30. Interpretation of Certification Specification and requesting decisions of the TAA or Commodity CE.

31. Advising of all departments of the DO in all questions regarding Airworthiness Approvals and Certification.

32. Preparation of the Certification Programme and co-ordination of all tasks related to Design Investigation in concurrence with the TAA or Commodity CE.

33. Regular reporting to the TAA or Commodity CE about Design Investigation progress and announcement of scheduled tests in due time.

34. Ensuring co-operation in preparing inspection and test programmes needed for demonstration of compliance.

35. Establishing and maintaining the compliance checklist to provide evidence underpinning the Compliance Statement.

36. Checking that all compliance documents are prepared as necessary to show compliance with all Certification Specifications, as well as for completeness, and signing for release of the documents.

37. Checking the required design definition documents described in RA 5810 and ensuring that they are provided to the TAA or Commodity CE for Approval when required.

38. Preparation, if necessary, of a draft for a Type Certificate Data Sheet and / or Type Certificate Data Sheet Modification.

39. Providing Verification to the HDO that all activities required for Design Investigation have been properly completed.

40. Approving the classification of changes[3] and granting the Approval for ►Minor-Minor and◄ Minor Changes when appropriately privileged to do so.

41. Monitoring of significant events on other aeronautical Products, Parts, Appliances, AE and ALW as far as relevant to determine their effect on Airworthiness of Products, Parts, Appliances, AE and ALW being designed by the DO.

42. Ensuring co-operation in preparing SB, SI(T) and the Structural Repair Manual and subsequent revisions, with special attention being given to the manner in which the contents affect Certification Specifications for subsequent Approval by the TAA or Commodity CE.

43. Ensuring the initiation of activities as a response to failure (Air Safety Occurrences) evaluation and complaints from the operation and providing of information to the TAA or Commodity CE in case of Airworthiness impairment.

44. Advising the TAA or Commodity CE with regard to the issue of SI(T).

45. Ensuring that the manuals to be Approved by the TAA or Commodity CE, including any subsequent revisions are checked to determine that they meet the respective requirements and that they are provided to the TAA or Commodity CE for Approval.

Maintenance and Operating Instructions

46. Ensuring the preparation and updating of all Maintenance and operating instructions needed to maintain Airworthiness iaw relevant Certification Specifications. For that purpose, the DO will:

a. Establish the list of all documents it is producing; and

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b. Define procedures and organisation to produce and issue these documents to the TAA or Commodity CE.

Continued Effectiveness of the Design Management System

47. The organisation **should** establish the means by which the continuing evaluation (system monitoring) of the DMS will be performed in order to ensure that it remains effective.

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Annex B
Design Organisation Exposition Requirements

Part 1 - Organisation

1. Document title and Organisations document reference number.
2. Organisation name, address, telephone, telex, facsimile numbers, e-mail address.
3. Index.
4. List of effective pages with revision / date / amendment identification for each page.
5. Distribution list.
6. Objective of DOE and binding statement.

   a. The DOE **should** be signed by the Chief Executive and the HDO and declared as a binding instruction for all personnel charged with the development and Design Investigation of Products, Parts, Appliances, AE and ALW.

7. Responsible person(s) for administration of the DO handbook.
8. Amendments.

   a. Amendment record sheet.

   b. A system **should** be clearly laid down for carrying out amendments to the DOE, including how amendments are identified within the document.

9. Presentation of DO (including locations).

   a. An introduction, or foreword, explaining the purpose of the document for the guidance of the organisation's own personnel. Brief general information concerning the history and development of the organisation and, if appropriate, relationships with other organisations which can form part of a group or consortium, **should** be included to provide background information for the MAA.

10. Scope of work (with identification of type and models of Products, Parts, Appliances, AE and ALW) according to the following classification:

    a. General areas, eg type of Air Systems.

    b. Technologies handled by the organisation (composite, wood or metallic construction, electronic Systems, software, etc).

    c. A list of types and models for which the design Approval has been granted and for which privileges can be exercised, supported by a brief description for each Products, Parts, Appliances, AE and ALW.

    d. For Repair design, classification and (if appropriate) Approval activities it is necessary to specify the scope of activity in terms of Products, Parts, Appliances, AE and ALW.

11. Organisation structure.

    a. A description of the organisation, its departments, their functions and the names of those in charge: a description of the line management.

    b. A description of functional relationships between departments, including assigned Responsibilities and delegated authority of all parts of the organisation which, taken together, constitute the organisation's DMS.

    c. A general description of the way in which the organisation performs its functions in relation to the Airworthiness and continued operational suitability of the product it designs, including co-operation with the Production Organisation when dealing with any Airworthiness actions that are related to production of the Product, Part, Appliance, AE and ALW as deemed applicable by the TAA or Commodity CE.

    d. A chart indicating the functional and hierarchical relationship of the DMS to Management and to other parts of the organisation within the DMS and the control of the work of all partners and subcontractors.

12. Human resources.

    a. A description of the human resources, facilities and equipment, which constitutes the means for design and where appropriate, for ground and flight testing.

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b. An outline of the system for controlling and informing the Staff of the organisation of current changes in engineering drawings, specifications and design Assurance procedures.

13. Management staff.

a. A description of assigned Responsibilities and delegated authority of all parts of the organisation which, taken together constitute the organisation's DMS; also, the chains of Responsibilities within the DMS, and the control of the work of all partners and subcontractors.

14. Record Keeping.

a. A description of the recording system for:

(1) The design, including relevant design information, drawings and test reports, including inspection records of test specimens.

(2) The means of compliance.

(3) The compliance documentation (compliance check list, reports).

15. Certifying personnel.

a. The names of the DO authorised signatories. Nominated persons with specific Responsibilities **should** be listed.

b. A clear definition of the tasks, Competence and areas of Responsibility of the Office of Airworthiness.

c. A statement of Suitably Qualified and Experienced Person(s) (SQEP) Responsible for making decisions affecting Airworthiness in the organisation.

16. Independent system monitoring.

a. A description of the means by which the continuing evaluation (system monitoring) of the DMS will be performed in order to ensure that it remains effective.

17. Evidence of a QMS Certification (as defined by the Defence Authority for Technical and Quality Assurance Mandatory Requirement for Appropriate Certification) to AS/EN 9100, or to ISO 9001 providing the scope of Certification covers the proposed DO Terms of Approval.

18. ►A description of the activities covered by the Safety Management System and associated procedures such that it meets the relevant DO Responsibilities in compliance to the requirements of RA 1200[11], RA 5011[32] and Def Stan 00-056[16].◄

19. A description of the means by which the organisation monitors and responds to problems affecting the Airworthiness or operational suitability of its product during design, production and In-Service.

20. A description of the procedures for the establishment and the control of the Maintenance and operating instructions as instructed by the TAA.

Part 2 - Procedures

21. A general description of the way in which the organisation performs all the design functions in relation to Airworthiness, operational Approvals including:

a. The procedures followed and forms used in the design investigation process to ensure that the design of, or the change to the design of, the product as applicable is identified and documented and complies with the applicable Certification Specifications, including Contracted requirements.

b. The procedures for classifying design changes as 'Major' or 'Minor' and for the Approval of Minor Changes, if appropriately privileged to do so.

c. The procedures for classifying and Approving unintentional deviations from the Approved design data occurring in production (Concessions or non-conformances), if appropriate to do so[33].

d. The procedures for re-establishing a Type Design definition for Parts and Appliances of orphaned Products or for obsolete Parts and Appliances, for which the original design drawings or data no longer exist.

e. The procedure for classifying ►design changes as Major or Minor, for the Approval of Minor-Minor changes, where◄ appropriately privileged to do so.

[32] ►Refer to RA 5011 - Type Airworthiness Safety Management System.◄
[33] Refer to Def Stan 05-061 Part 1 – Quality Assurance Procedural Requirements – Concessions.

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f. The procedures for the establishment and the control of the Maintenance and operating instructions.

g. The procedures for the establishment and the control of the MPTF (Development).

h. The procedures and controls related to the utilisation of Artificial Intelligence within the design and development process. The DOE **should** make clear where and how this is utilised in relation to the DOs Approval scope.

22. In addition, the organisation controls and records the design documentation and means of compliance for:

a. The basic Product, Part, Appliance, AE and ALW.

b. Design changes to the Product, Part, Appliance, AE and ALW.

c. The design schemes for Product, Part, Appliance, AE and ALW Repairs.

d. The reporting and response to Product, Part, Appliance, AE and ALW failures / malfunctions and defects.

23. The organisation **should** identify (by reference or explicit description) the procedures it uses to select subcontractors and manage the design of Products, Parts, Appliances, AE and ALW produced.

24. The organisation **should** identify (by reference or explicit description) the procedures it uses to control design production, including production by subcontractors charged with the design and production of Products, Parts, Appliances, AE and ALW and subcontractors charged with production of the Approved design. Procedures **should** include:

a. Changes in manufacturing location, method, source material.

b. Where novel production processes such as additive manufacturing are utilised.

25. Control of design subcontractors.

26. Co-ordination with production.

27. Sustained Airworthiness.

a. A description of the way in which the organisation performs its functions in relation to the Sustained Airworthiness of the Product, Part, Appliance, AE and ALW it designs.

28. Collecting / Investigating failures, malfunctions and defects.

a. A description of the means by which the organisation monitors and responds to problems affecting the Airworthiness of its Product, Part, Appliance, AE and ALW.

Guidance Material - Statement of Qualifications and Experience

29. Three different types of functions are named or implicitly identified, using qualified and experienced personnel:

a. The Chief Executive.

b. The other management staff:

(1) HDO.

(2) HoA.

(3) The HISM.

c. Personnel making decisions affecting Airworthiness:

(1) CVE.

(2) Personnel of the Office of Airworthiness making decisions affecting Airworthiness, especially those linked with the privileges identified in RA 5850(►12◄) Approving the classification of changes, Repairs and granting the Approval of Minor Changes.

Chief Executive

30. The Chief Executive **should** provide the necessary resources for the proper functioning of the DO. A statement of the qualification and experience of the Chief Executive is normally not required.

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Other Management Staff

31. The person or persons nominated **should** represent the management structure of the organisation and be responsible through the HDO to the Chief Executive for the execution of all functions as specified in RA 5850. Depending on the size of the organisation, the functions can be subdivided under individual managers.

32. The nominated managers **should** be identified and their credentials furnished to the MAA on MAA DAOS Form 4 in order that they can be seen to be appropriate in terms of relevant knowledge and satisfactory experience related to the nature of the design activities as performed by the organisation.

33. The Responsibilities and the tasks of each individual manager **should** be clearly defined, in order to prevent uncertainties about the relations, within the organisation. Responsibilities of the managers **should** be defined in a way that all Responsibilities are covered.

Personnel making decisions affecting Airworthiness

34. For personnel making decisions affecting Airworthiness, no individual statement is required. The applicant **should** show to the MAA that there is a system to select, train, maintain and identify them for all tasks where they are necessary. The following guidelines for such a system are proposed:

a. These personnel **should** be identified in the DO handbook, or in a document linked to the DO handbook. This and the corresponding procedures are there to enable them to carry out the assigned tasks and to properly discharge associated Responsibilities.

b. The needs, in terms of quantity of these personnel to sustain the design activities, **should** be identified by the organisation.

c. These personnel **should** be chosen based on their knowledge, background and experience.

d. When necessary, complementary training **should** be established, to ensure sufficient background and knowledge in the scope of their Authorisation. The minimum standards for new personnel to qualify in the functions **should** be established. The training **should** lead to a satisfactory level of knowledge of the procedures relevant for the role.

e. Training policy forms part of the DMS and its appropriateness forms part of the investigation by the MAA within the organisation Approval process and subsequent surveillance of persons proposed by the organisation.

f. This training **should** be adapted in response to experience gained within the organisation. The organisation **should** maintain a record of these personnel which includes details of the scope of their Authorisation. The personnel concerned **should** be provided with evidence of the scope of their Authorisation. The personnel concerned **should** formally accept this Authorisation.

35. The following minimum information **should** be kept on record:

a. Name.

b. Experience and training.

c. Position in organisation.

d. Scope of the Authorisation.

e. Date of first issue of the Authorisation.

f. If appropriate, date of expiry of the Authorisation.

g. Identification number of the Authorisation.

36. The record can be kept in any format and **should** be controlled:

a. Persons authorised to access the system **should** be kept to a minimum to ensure that records are not altered in an unauthorised manner or that such confidential records do not become accessible to unauthorised persons.

b. Personnel can be given access to their own record.

c. Under the provision of RA 5850(7) the MAA **should** have access to the data held in such a system.

d. The organisation **should** keep the record for at least 2 years after a person has ceased employment with the organisation or revocation of the Authorisation, whichever is the sooner.

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Annex C

Internal Procedures for Operating Specific Privileges

Classify changes to Design and Repairs as Minor or Major (refer to RA 5850 paragraph ►70◄.a) ►and 76.a for Repairs◄

Intent

1. The DO **should** develop its own internal procedure for the classification of changes to design and Repairs as Minor or Major in order to obtain the associated privilege.

Content

2. The procedure **should** address the following points:

   a. The identification of changes to design or Repairs.

   b. Classification.

   c. Justification of the classification.

   d. Authorised signatories.

   e. Supervision of changes to design or Repairs initiated by subcontractors.

3. For changes to design, criteria used for classification **should** be in compliance with RA 5820[3].

4. For Repairs, criteria used for classification **should** be in compliance with RA 5865[4].

Identification of changes to design or Repairs

5. The procedure **should** indicate how the following are identified:

   a. Major Changes to design or major Repairs.

   b. Those Minor Changes to design or minor Repairs where additional work is necessary to show compliance with the applicable Certification Specifications.

   c. ►Minor-Minor changes to design◄ or minor Repairs requiring no further showing of compliance.

Classification

6. The procedure **should** show how the effects on Airworthiness are analysed, from the very beginning, by reference to the applicable Certification requirements.

7. If no specific Certification Specifications are applicable to the change or Repairs, the above review **should** be carried out at the level of the Product, Part, Appliance or system where the change or Repair is integrated and where specific Certification Specifications are applicable.

Justification of the classification

8. All decisions of classification of changes to design or Repairs as Major or Minor **should** be recorded. These records **should** be easily accessible to the TAA for sample check.

Authorised signatories

9. All classifications of changes to design or Repairs **should** be accepted by an appropriate authorised Signatory.

10. The procedure **should** indicate the authorised signatories for the various Products, Parts, Appliances, AE and ALW listed in the Terms of Approval.

11. For those changes or Repairs that are handled by subcontractors, it **should** be described how the DO manages its classification Responsibility.

Supervision of changes to design or Repairs initiated by subcontractors

12. The procedure **should** indicate, directly or by cross-reference to written procedures, how changes to design or Repairs **should** be initiated and classified by subcontractors and are controlled and supervised by the DO.

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Approve Minor Changes to design and minor Repairs (refer to RA 5850 paragraph ►76.b◄)

Intent

13. The DO **should** develop its own internal procedure for the Approval of ►Minor-Minor and◄ Minor Changes to design or minor Repairs in order to obtain the associated privilege.

Content

14. The procedure **should** address the following points:

a. Compliance documentation.

b. Approval under the DO privilege.

c. Authorised signatories.

d. Supervision of ►Minor-Minor and◄ Minor Changes to design or minor Repairs handled by subcontractors.

Compliance documentation

15. For those Minor Changes to design or minor Repairs where additional work to show compliance with the applicable Certification Specifications is necessary, compliance documentation **should** be established and independently checked as required by RA 5850(3).

16. The procedure **should** describe how the compliance documentation is produced and checked.

Approval under the DO privilege

17. For those Minor Changes to design or minor Repairs where additional work to show compliance with the applicable Certification Specifications is necessary, the procedure **should** define who the change is Approved by under the DO privilege.

18. ►Approvals for LLP where the DO can conduct Minor-Minor changes to design will be granted by the MAA DAOS Branch. Minor-Minor changes do not require any further demonstration of compliance; the procedure **should** define who the LLP is Approved by under the LLP.◄

19. This document **should** include at least:

a. Identification and brief description of the change or Repair and reasons for change or Repair.

b. Applicable Certification Specifications and methods of compliance.

c. Reference to the compliance documents.

d. Effects, if any, on limitations and on the Approved documentation.

e. Evidence of the independent checking function of the showing of compliance.

f. Evidence of the Approval under the privilege of RA 5850(11) ►or RA 5850(12)◄ by an authorised Signatory.

g. Date of the Approval.

20. For the other Minor Changes to design or minor Repairs, the procedure **should** define a means to identify the change or Repair and reasons for the change or Repair and to formalise its Approval by the appropriate Engineering Authority under an authorised Signatory. This function can be delegated by the Office of Airworthiness but **should** be controlled by the Office of Airworthiness, either directly or through appropriate procedures of the DO Design Management System.

Authorised signatories

21. The persons authorised to sign for the Approval under privilege **should** be identified (name, signature and scope of authority) in appropriate documents that are linked to the DO handbook.

22. ►The persons Authorised to sign for the Approval under LLP **should** be identified (name, signature and scope of Authority) in appropriate documents that are linked to the DO Configuration Management Plan.◄

Supervision of ►Minor-Minor and◄ Minor Changes to design or minor Repairs handled by subcontractors

23. For the Minor Changes to design or minor Repairs that are handled by subcontractors, the procedure **should** indicate, directly or by cross-reference to written procedures how these Minor Changes to design or minor Repairs are Approved at the subcontractor level and the arrangements made for supervision by the DO.

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Issue of information and instructions (refer to RA 5850 paragraph ►76.c◄)

Intent

24. The DO **should** develop its own internal procedure for the issue of information and instructions.

Content

25. For the information and instructions issued under this privilege, the DO **should** establish a procedure addressing the following points:

a. Preparation.

b. Verification of technical consistency with corresponding Approved change(s), Repair(s) or Approved Data, including effectivity, description, effects on Airworthiness, especially when limitations are changed.

c. Verification of the feasibility in practical applications.

d. Authorised signatories.

26. The procedure **should** include the information and instructions prepared by subcontractors or vendors and declared applicable to its Products, Parts, Appliances, AE and ALW by the DO.

Statement

27. The statement provided in the information and instructions **should** also cover the information and instructions prepared by subcontractors or vendors and declared applicable to its Products, Parts and Appliances by the DO.

28. The technical content **should** be related to the Design Records and accomplishment instructions and its Approval **should** mean that:

a. The Design Records has been appropriately Approved.

b. The instructions provide for practical and well-defined installation / inspection methods and, when accomplished, the Products, Parts, Appliances, AE and ALW are in conformity with the Approved Design Records.

29. Where appropriate, this technical data **should** be clearly identified within the CofD for the TAA or Commodity CE.

30. Information and instructions related to required actions issued under an AD or SI(T) **should** be submitted to the TAA to ensure compatibility with the AD or SI(T) content and contain a statement that they are, or soon to be, subject to an AD or SI(T) issued.

To approve the flight conditions under which an MPTF (Development) can be issued (refer to RA 5850 paragraph ►76.d◄)

Intent

31. The DO **should** develop its own internal procedure to determine and Approve that an Air System can fly under the appropriate restrictions compensating for the lack of an extant RTS.

Content

32. The procedure **should** address the following points:

a. Decision to use the privilege.

b. Management of the Air System Configuration.

c. Determination of the conditions that **should** be complied with to perform safe flight.

d. Documentation of flight conditions substantiations.

e. Approval under the Approved DO privilege, when applicable.

f. Authorised signatories.

33. The procedure **should** include a decision to determine:

a. Flights for which this privilege can be exercised.

b. Flights for which the Approval of flight conditions by the TAA are required.

34. The procedure **should** indicate:

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a. How the Air System, for which an application for an MPTF (Development) is made, is identified and how changes to the Air System **should** be managed.

Determination of the conditions that should be complied with to perform safe flight

35. The procedure **should** describe the process used by the DO to justify that an Air System can perform the intended flight. The process **should** include:

a. Identification of deviations from the extant RTS or applicable Airworthiness requirements.

b. Analysis, calculations, tests or other means used to determine the conditions or restrictions under which the Air System can perform safe flight.

c. The establishment of specific Maintenance instructions and conditions to perform these instructions.

d. Independent technical Verification of the analysis, calculations, tests or other means used to determine under which conditions or restrictions the Air System can perform the intended flight(s) safely.

e. Statement by the Office of Airworthiness (or equivalent), that the determination has been made iaw the procedure and that the Air System has no features and characteristics making it unsafe for the intended operation under the identified conditions and restrictions.

f. Approval by an authorised Signatory.

Documentation of flight conditions substantiations

36. The analysis, calculations, tests, or other means used to determine the conditions or restrictions under which the Air System can perform in flight safely, **should** be compiled in compliance documents. These documents **should** be signed by the author and by the person performing the independent technical Verification.

37. Each compliance document **should** have a number and issue date. The various issues of a document **should** be controlled.

Authorised signatories

38. The person(s) authorised to sign the Approval form **should** be identified (name, signature and scope of authority) in the procedure, or in an appropriate document linked to the DOE.

Issue an MPTF (Development) iaw RA 5880 (refer to RA 5850 paragraph ►76.e◄)

Intent

39. The DO **should** develop its own internal procedure for the issue of an MPTF (Development)[18] for an Air System it has designed or modified, or for which it has Approved under privilege the conditions under which the MPTF (Development) can be issued and when the DO itself is controlling under its DO Terms of Approval the Configuration of the Air System and is attesting conformity with the design conditions Approved for the flight.

Content

40. The procedure **should** address the following points:

a. Conformity with Approved conditions.

b. Issue of the MPTF (Development) under privilege in the scope of the DO Approval.

c. Authorised signatories.

d. Interface with the TAA for the flight.

Conformity with Approved conditions

41. The procedure **should** indicate how conformity with Approved conditions is made, documented and attested by an authorised person.

Issue of the MPTF (Development) under the DO privilege

42. The procedure **should** describe the process to prepare the MPTF (Development) and how compliance is established before signature of the MPTF (Development).

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Authorised signatories

43. The person(s) authorised to sign the MPTF (Development) under the privilege in the scope of the DO Approval **should** be identified (name, signature and scope of authority) in the procedure, or in an appropriate document linked to the DOE.

Interface with the TAA for the flight

44. The procedure **should** include provisions describing the communication with the TAA for compliance with the local requirements which are outside the scope of the flight conditions.

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