Notice of Proposed Amendment: NPA 26/25

Title of Proposal: Contracting with Competent Organisations

RA(s) or Manual Chapter(s): RA 1005

Summary of Proposed Amendment

Objective: Review of issue 10, clarify MAOS requirements, incorporation of RFCs, update terminology and include details contained in MAA/RI/2026/07.

Changes made: Updated Quality Management System requirements, Recognition and clarification of Approvals and re-use of Approvals. The incorporation of MAA/RI/2026/07 to clarify MAOS requirements. Updating of terminology (Remotely Piloted Air System (RPAS) to Uncrewed Air System (UAS)).

Impact Assessment: Minimal perceived impact to affected organisations.

RFC Reference(s): MAA/RFC/2025/130, 2025/143, 2026/002, 2026/026 and 2026/150.

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: MAA/RI/2026/07

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: 2 December 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-1000a	Redacted	Redacted	Redacted - Original Signed

Table 2 MAA Independent

Post	Name	Rank	Signature
DSA-MAA-Regs-Eng-4800a	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 1005 – Contracting with Competent Organisations

Rationale

Organisations within the Defence Air Environment (DAE) may be Contracted[1] to carry out specified Type and Continuing Airworthiness management, Contractor Flying, and *Air Traffic Management Equipment activities. Not having Competent organisations Contracted to carry out these activities may result in a compromised level of Air Safety. To assure the Secretary of State for Defence that organisations Contracted to provide Air Safety related products and services to the UK MOD are Competent to do so, the MAA provides a number of Approval schemes. Moreover, correctly contracting to the MAA Regulatory Publications (MRP) is of vital importance to ensure the latest regulatory standards and practices are adhered to.*

Contents

1005(1): General Principles
1005(2): Design Organisations
1005(3): Maintenance Organisations
1005(4): Contractor Flying Organisations
1005(5): Air Traffic Management Equipment Organisations

Regulation 1005(1)

General Principles

1005(1) Organisations that ►award◄ contracts in the DAE **shall** ensure that activities are carried out by Competent organisations.

Acceptable Means of Compliance 1005(1)

General Principles

1. Contracts **should** be let against the latest issue of each applicable Regulatory Article and / or other MRP. The contract **should** allow provision for:

   a. The Contracted organisation to support on-site access for the MAA or its appointed agents to undertake oversight►2◄ and Assurance activities.

   b. Changes in the MRP to be addressed through contract amendment.

2. Air Safety Risk Assessments **should** be conducted by the contracting organisation to assess the effects of changes in the MRP when they occur, and ►maintain◄ an Auditable ►Risk Management trail.◄

3. Where proposed Contractor activity falls within the scope of an MAA Approval scheme, the contract **should** be let against that scheme.

4. Where the Contracted organisation is required to hold but has yet to gain MAA Approval the contracting organisation **should**:

   a. Have a Contracted route to achieving Approval.

   b. Ensure that an application has been submitted to the MAA for assessment against the relevant scheme.

5. Where no MAA Approval scheme exists, or activity is beyond the scope of the MAA Approval scheme, the contracting organisation **should** assure themselves of the Competency of the Contracted organisation and record their decision-making process and assumptions. Any associated Risk to Life **should** be communicated to and managed[3] by the appropriate Aviation Duty Holder (ADH) or Accountable Manager.

6. The MOD may contract with intermediate organisations, which do not hold an MAA Approval, to manage or deliver products or services; in these cases the organisation performing the activity that is covered by an MAA Approval scheme **should** hold the relevant MAA Approval, noting the requirements of paras 4 and 5.

Draft for NPA

[1] Contracting includes other arrangements such as: Internal Business Agreements, Joint Business Agreements, Service Level Agreements, Foreign Military Sales agreements, etc.
[2] ►Refer to JSP 815 Element 12 for definitions.◄
[3] Refer to RA 1210 – Ownership and Management of Operating Risk (Risk to Life).

Acceptable Means of Compliance 1005(1)

The intermediate organisation **should** flow down MRP Regulations that are relevant to the organisation performing the activity.

7. The Contracted organisation **should** have a nationally ►/ internationally certified◄ Quality Management System with an appropriate scope for the Contracted activity (eg ISO 9001 and AS 9100 ►series certification who is a Signatory to the International Accreditation Forum (IAF) or IAF Accredited Multi-Lateral Agreements). Certification **should** be issued by a 3rd party Certification Body holding accreditation from a National Accreditation Body.◄

8. If a ►contracting organisation◄[4] wishes to contract with an organisation that does not hold an appropriate Airworthiness organisational Approval from the MAA but instead holds a relevant Airworthiness organisational Approval from ►another national◄ Military Airworthiness Authority, they **should** check if that ►Nations◄ Regulator is currently Recognised[5] by the MAA[6].

9. ►Where such Recognition[5] exists, and its scope includes the required organisational Approval, the contracting organisation **should** determine whether re-use of Approvals is identified as a permissible activity within the relevant Recognition Implementing Arrangement (RIA) Technical Annex[5]. If re-use is permitted, the contracting organisation may utilise the organisational Approval without submitting an Alternative Acceptable Means of Compliance (AAMC), informing the MAA[7] to maintain records. If re-use is not identified as a permissible activity, or where no relevant RIA Technical Annex exists, the contracting organisation◄ **should** submit a request for an AAMC to utilise the organisational Approval ►issued by another national◄ Military Airworthiness Authority. A contract **should** only be awarded ►once the◄ AAMC has been approved by the MAA.

10. ►If no Recognition exists with the necessary scope, the contracting organisation **should** refer to the Manual of Military Airworthiness Recognition for guidance on proposing a new Recognition or extending the scope of an existing Recognition.◄

11. Contracting organisations **should** ensure that the Responsibilities for the appropriate development, management, upkeep of, or contribution to, the Air System Safety Case[8] are clearly articulated and Contracted for.

Guidance Material 1005(1)

General Principles

12. The MAA or its appointed agents will assess the suitability of a Contractor's personnel, processes and facilities to conduct their Contracted activities for inclusion in the relevant MAA Approval scheme. Approval will only be granted following a successful assessment by the MAA.

13. Contracting organisations are advised to engage with the MAA at the earliest opportunity because the time required to gain an MAA Approval can vary considerably. Contributing factors can include: the scope of the activity, the familiarity of the Contracted organisation with the MRP, the Quality of the evidence submitted to the MAA and MAA workload and priorities.

14. Recognition is a process by which the MAA can make an informed and auditable judgement on the extent to which the Airworthiness outputs of ►another national◄ Military Airworthiness Authority could be accepted for use within the MRP. ►Contracting organisations◄ will need to assure themselves that they understand the source, scope and applicability of any such Airworthiness output ►to their platform, including whether UK elements are incorporated within the other national Military Airworthiness Authorities Audit scope. This process does not extend to re-use of

Draft for NPA

[4] ►Where referenced throughout this RA, the Contracting organisations◄ Type Airworthiness (TAw) management regulatory responsibility by either the Type Airworthiness Authority or TAM (Type Airworthiness Manager) 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. ►◄

[5] Refer to the Manual of Military Airworthiness Recognition.

[6] This information is available from the following MAA webpage (https://www.gov.uk/government/publications/maa-recognition) and additional guidance can be obtained from the Defence Equipment & Support (DE&S) Airworthiness Team.

[7] ►The MAA can be informed by emailing DSA-MAA-OA-ACC@mod.gov.uk.◄

[8] Refer to RA 1205 – Air System Safety Cases.

Guidance Material 1005(1)

civilian Airworthiness Authority organisational Approvals which still require an AAMC to be submitted in all instances as these Approvals do not consider military deltas.◄

15. Costs of periodic MAA Assurance activities cannot be recovered from the MAA.

Regulation 1005(2)

Design Organisations

1005(2) For the procurement of Air Systems (including their Products, Parts and Appliances), Airborne Equipment (AE)[9], Air Launched Weapons (ALW)[9], Aircrew Equipment Assemblies (AEA)[9] and Survival Equipment (SE)[9], TAw management and Post-Design Services (PDS), the contracting organisation **shall** only contract with a Competent Design Organisation (DO).

Acceptable Means of Compliance 1005(2)

Design Organisations

16. The DO **should** be approved under the Design Approved Organisation Scheme (DAOS)[10].

17. Any requirement for TAw management **should** be approved specifically under the TAw Management Supplement[11] and only be undertaken within an Air System Co-ordinating DO.

Guidance Material 1005(2)

Design Organisations

18. Where a DO holds a European Aviation Safety Agency (EASA) / Civil Aviation Authority (CAA) Part 21 Subpart J Approval, the EASA / CAA approved DO Handbook (DOH) may be submitted together with supporting evidence addressing the differences in Regulation. As these may be significant, DOs are advised to seek guidance from the MAA DAOS Branch as early as possible to assist with the regulatory differences and to seek advice regarding the documentary evidence needed to demonstrate compliance[12]. The Approved DOH and agreed supporting evidence may be considered as acceptable to support the organisation's application for inclusion in the DAOS.

19. There are cases where DAOS is not required, specifically:

a. For PDS contracts, where the proposed design element of such contracts is limited to holding engineering drawings of equipment or where changes to legacy equipment Configuration are not anticipated. If design changes are subsequently required, DAOS Approval must be sought[10].

b. For equipment contracts involving manufacture and supply, where there is no change to the original design produced by a DAOS Approved organisation. If design changes are subsequently required these will need to be referred back to the original designer.

Regulation 1005(3)

Maintenance Organisations

1005(3) For the Maintenance of Air Systems (including their Products, Parts and Appliances), AE[9], and ALW[9], the contracting organisation **shall** only contract with Competent Maintenance organisations.

Draft for NPA

[9] As defined in MAA02: Military Aviation Authority Master Glossary.
[10] Refer to RA 5850 – Military Design Approved Organisation (MRP Part 21 Subpart J).
[11] ►https://www.gov.uk/government/publications/design-approved-organisation-scheme-daos.◄
[12] Refer to MAA03: Military Aviation Authority Regulatory Processes.

Acceptable Means of Compliance 1005(3)

Maintenance Organisations

20. Contracting organisations **should** only contract with Maintenance organisations approved under the Maintenance Approved Organisation Scheme (MAOS) for the following Contractor-run activities:

a. On-Air System Maintenance.

b. Aircraft Engine Maintenance (B1 ►and◄ B2 ►◄)[13].

c. Helicopter Transmission ►Gearbox◄ Maintenance (C11► - limited to transmission gearboxes only◄)[13].

d. Air System component Maintenance on UK Government Property[9, 14].

e. AE[9].

21. MAOS Approval **should** be achieved by demonstration of full compliance with MRP Part 145.

22. For Maintenance activities out of the scope of MAOS, the contracting organisation **should** refer to para 5.

Guidance Material 1005(3)

Maintenance Organisations

23. Contractor-run off Air System Maintenance (with the exception of ►Aircraft◄ engine ►(rating B1 and B2 only)◄[13] or helicopter transmission[13] ►gearbox◄ Maintenance) not carried out on UK Government Property is beyond the scope of MAOS.

24. The MAA recognises that, where on-Air System Maintenance activity is carried out by a civil organisation accredited with the appropriate scope, approved under CAA Part 145, and where CAA oversight under CAA Civil Aviation Publication (CAP) 562 Leaflet B-40 is invoked, then the CAA Part 145 Approval may meet the majority of MAOS requirements. In this case, all differences must be addressed and MAOS Approval obtained as detailed in RA 4800[15].

Regulation 1005(4)

Contractor Flying Organisations

1005(4) For the delivery of UK military registered Air System flying operations, the contracting organisation **shall** only contract with Competent flying organisations.

Acceptable Means of Compliance 1005(4)

Contractor Flying Organisations

25. Contracting organisations **should** only contract with flying organisations that are:

a. Approved under the Contractor Flying Approved Organisation Scheme (CFAOS)[16] (for the operation of crewed Aircraft, Specific S2 sub-category ►Uncrewed Air System (UAS)◄ or Certified Category ►UAS◄) or:

b. Approved under the Contractor Flying Approved Organisation Scheme (►small Uncrewed Air System◄) (CFAOS(►sUAS◄))[17] (for the operation of ►UAS◄ in the Open Category or Specific S1 sub-category), or:

c. Operating under the governance of an ADH.

Guidance Material 1005(4)

Contractor Flying Organisations

26. Documented Systems and processes in support of other aviation operations regulatory Approvals may be used and credited towards CFAOS Approval, using the

[13] Refer to RA 4804 – Terms of Approval (MRP 145.A.20) – Approved Maintenance Organisations only.
[14] For the purpose of this RA, UK Government Property relates to Land, His Majesty Ships and Royal Fleet Auxiliary ships.
[15] Refer to RA 4800 – General Requirements (MRP Part 145).
[16] Refer to RA 1028 – Contractor Flying Approved Organisation Scheme.
[17] Refer to RA 1031 – Contractor Flying Approved Organisation Scheme (►small Uncrewed◄ Air Systems).

Draft for NPA

Guidance Material 1005(4)

Contractor Flying Organisation Exposition (CFOE)[16] or for CFAOS(►sUAS◄) Approval, using the CFOE(►sUAS◄)[17] to show cross-linkages.

27. CFAOS / CFAOS (►sUAS◄) organisations contracting non-UK military registered Air System support (such as for trials support or chase Aircraft) in support of CFAOS / CFAOS (►sUAS◄) activity are responsible for ensuring that correct regulatory Approvals are in place based on Air System registration. Appropriate due diligence would be expected to be enacted through the CFAOS organisation's Air Safety Management System[18] or an appropriate process for CFAOS(►sUAS◄) organisations.

Regulation 1005(5)

Air Traffic Management Equipment Organisations

1005(5) For the provision and / or installation of Air Traffic Management (ATM) Equipment, and / or the provision of technical services that support ATM Equipment, contracting organisations **shall** only contract with Competent ATM Equipment Organisations.

Acceptable Means of Compliance 1005(5)

Air Traffic Management Equipment Organisations

28. Contracting organisations **should** only contract with ATM Equipment organisations approved under the ATM Equipment Approved Organisation Scheme[19] when contracting for the provision and / or installation of ATM Equipment, and / or the provision of technical services that support ATM Equipment.

Guidance Material 1005(5)

Air Traffic Management Equipment Organisations

29. Nil.

Draft for NPA

[18] Refer to RA 1200 – Air Safety Management.
[19] Refer to RA 1027 – Air Traffic Management Equipment Organisations - Responsibilities of Contracted Organisations.

Intentionally Blank for Print Pagination

Draft for NPA