

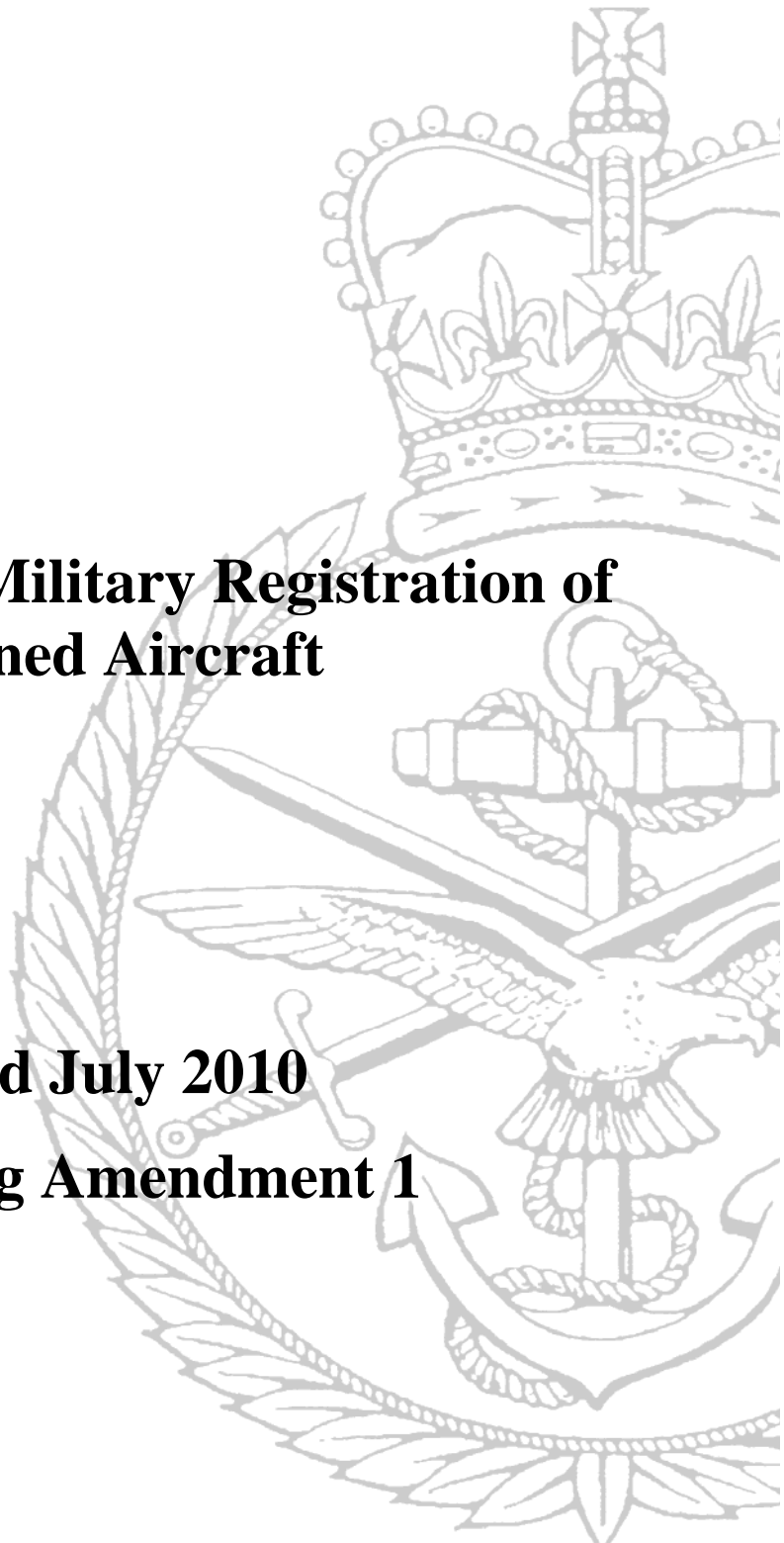


**Ministry of Defence
Defence Standard 05-122**

Issue 3 Publication Date 31 August 2006

**Procedures for the Military Registration of
Civil-Owned Aircraft**

**Reprinted July 2010
Incorporating Amendment 1**



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Foreword

AMENDMENT RECORD

Amd No	Date	Text Affected	Signature and Date
1	20 July 2010	a. Introduction clause - paras 2 & 3 amended. b. Page 1 header & footer corrected. c. Para 9.1.2 updated with new address. d. Paras 9.3.1 & 9.3.2(b) amended to correct reference to para 7e. e. Annex C first para updated. f. Contact details for DMSD amended to MAA.	G Cook 20 July 2010

REVISION NOTE

This standard is raised to Issue 3 to update its content.

HISTORICAL RECORD

This standard supersedes the following:

Defence Standard (Def Stan) 05-122 Issue 2 Amendment 1 dated 31 October 2002 - Procedural Requirements for Military Aircraft Registration of Particular Civil-Owned Military Type Aircraft (COMA).

INTERIM Defence Standard (Def Stan) 05-122 Issue 1 dated 10 December 1986 Military Listing of Particular Civil-Owned Military-Type Aircraft.

Major Changes between Issue 2 and Issue 3:

- Removal of the terms COMA and COMR relating to specific types of military registration determined by usage of civil owned aircraft;
 - Introduction of the single, unified approach to regulation Civil Owned Military Registered Aircraft;
 - Provision of standard format templates for:
 - Approval in Principle applications;
 - Certificate of Usage;
 - Usage and Configuration Assessment;
 - Certificate for Flight of Military Registered Flight.
- a)** This standard provides requirements for procedures to be followed for the UK Military Registration of Civil-Owned Aircraft.
- b)** This standard has been produced on behalf of the Defence Material Standardization Committee (DMSC) by Joint Airworthiness Committee (JAC).
- c)** This standard has been agreed by the authorities concerned with its use and is intended to be used whenever relevant in all future designs, contracts, orders etc. and whenever practicable by amendment to those already in existence. If any difficulty arises which prevents application of the Defence Standard, UK Defence Standardization (DStan) shall be informed so that a remedy may be sought.
- d)** Any enquiries regarding this standard in relation to an invitation to tender or a contract in which it is incorporated are to be addressed to the responsible technical or supervising authority named in the invitation to tender or contract.
- e)** Compliance with this Defence Standard shall not in itself relieve any person from any legal obligations imposed upon them.
- f)** This standard has been devised solely for the use of the Ministry of Defence (MOD) and its contractors in the execution of contracts for the MOD. To the extent permitted by law, the MOD hereby excludes all liability whatsoever and howsoever arising (including, but without limitation, liability resulting from negligence) for any loss or damage however caused when the standard is used for any other purpose.

Introduction

This update to Def Stan 05-122 retains some of the proven aspects of previous issues and provides a simplified procedure which can be tailored to cover the Military Registration of aircraft employed under Long Term Service Provision (LTSP) together with specific requirements that would have previously been registered under Civil-Owned Military-Type Aircraft (COMA) and Civil-Owned Military Registered Aircraft (COMR) arrangements.

This Standard is to be used to enable registration of aircraft which are not owned by the UK MOD. From the Air Navigation Order (ANO), such non-MOD owned military aircraft are described as:

"Any aircraft for which there is in force a certificate [of usage] issued by the Secretary of State that the aircraft is to be treated for the purposes of this Order as a military aircraft."

The procedure for Military Registration under this Defence Standard is outlined in **Clause 9** and depicted pictorially in **Annex A**.

Note: When available, Def Stan 05-130 Maintenance Approved Organization Scheme (MAOS) will be referenced within this Def Stan.

Procedures for the Military Registration of Civil-Owned Aircraft

1 Scope

This Standard specifies procedural requirements for the UK Military Registration of Civil-Owned Aircraft. It applies equally to those aircraft which have previously been considered for Military Registration under the COMA and COMR rules, and also to those aircraft which are operated under the terms of a LTSP.

Note: This standard is not to be used in respect of any aircraft which is owned or is being procured by the MOD.

2 Warning

The Ministry of Defence (MOD), like its contractors, is subject to both United Kingdom and European laws regarding Health and Safety at Work. All Defence Standards either directly or indirectly invoke the use of processes and procedures that could be injurious to health if adequate precautions are not taken. Defence Standards or their use in no way absolves users from complying with statutory and legal requirements relating to Health and Safety at Work.

3 Normative References

3.1 The publications shown below are referred to in the text of this standard. Publications are grouped and listed in alpha-numeric order.

AP 119A 0601 Series	Aircraft Painting and Marking
AvP 67	Flying Orders to Contractors
CAP 393	Air Navigation: The Order and the Regulations dated 21 October 2005, or as amended.
Def Stan 00-56	Safety Management Requirements for Defence Systems
Def Stan 00-970	Design and Airworthiness Requirements for Service Aircraft
Def Stan 05-123	Technical Procedures for the Procurement of Aircraft, Weapons and Electronics Systems
ISO 9001	Quality Systems - Model for Quality Assurance in Design/Development, Production, Installation and Servicing
JSP 550	Military Aviation Policy, Regulations and Directives
JSP 553	Military Airworthiness Regulations
JSP 556	Military Test Flying Regulations

3.2 Reference in this Standard to any normative references means in any Invitation to Tender or contract the edition and all amendments current at the date of such tender or contract unless a specific edition is indicated.

3.3 In consideration of clause 3.2 above, users shall be fully aware of the issue and amendment status of all normative references, particularly when forming part of an Invitation to Tender or contract. Responsibility for the correct application of standards rests with users.

3.4 DStan can advise regarding where normative references documents are obtained from. Requests for such information can be made to the DStan Helpdesk. How to contact the helpdesk is shown on the outside rear cover of Def Stans.

4 Abbreviations

AD	Airworthiness Directive
ADS	Aircraft Documentation Set
AIP	Approval in Principle
ANO	Air Navigation Order
AOA	Aircraft Operating Authority
AvP	Aviation Publication
CAA	Civil Aviation Authority
C of U	Certificate of Usage
COMA	Civil-Owned Military-Type Aircraft
COMR	Civil-Owned Military Registered Aircraft
DAO	Design Approved Organisation
Def Stan	Defence Standard
DMSC	Defence Materiel Standardization Committee
DMSD	Design and Modification Support Division (superseded by MAA)
DStan	UK Defence Standardisation
EASA	European Aviation Safety Agency
FLIR	Forward-Looking Infra Red
IPT	Integrated Project Team
IPTL	IPT Leader
ISO	International Organisation for Standardization
ITT	Invitation to Tender
JAA	Joint Airworthiness Authority
JAC	Joint Airworthiness Committee
JAP	Joint Air Publication
JSP	Joint Service Publication
LOD	Letter of Delegation
LTPA	Long term Partnering Agreement
LTSP	Long Term Service Provision
MAA	Military Aviation Authority
MAA Ops Flt Test	Flight Test Division of the MAA (formerly TESD)
MAOS	Maintenance Approved Organisation Scheme
MOD	Ministry of Defence
MOU	Memorandum of Understanding
NVG	Night Vision Goggles
OEM	Original Equipment Manufacturer
QA	Quality Assurance
RTSA	Release to Service Authority
SB	Service Bulletin
SD	Service Deviation
SMP	Safety Management Plan
SofS	Secretary of State
SOIU	Statement of Operating Intent and Usage
SOP	Standard Operating Procedure
TAA	Type Airworthiness Authority
TDO	Type Design Organisation
TESD	Test and Evaluation Support Division (superseded by MAA Ops Flt Test)

5 Definitions

5.1 Definitions previously used but superseded by this issue of Def Stan 05-122

COMA Civil-Owned Military-Type Aircraft. A military type aircraft owned and operated by a civilian organisation, but registered as a UK military aircraft under the terms of DEF STAN 05-122 issue 2 and regulated by the MOD Flying Regulator.

COMR Civil-Owned Military Registered Aircraft. An aircraft owned and operated by a civilian organisation but with military registration whilst it is engaged on contractorised flying tasks. This is generally because the required role cannot be fulfilled within a civil Type Certificate and/or limitations in the UK Air Navigation Order (ANO), e.g. low flying, use of NVGs, FLIR and other sensors or training for certain failure cases.

Note COMR policy is based on the premise that there will be continued CAA oversight of the airworthiness of the aircraft and its maintenance to enable return of the aircraft to a civilian use at the end of the contract with MOD. Also, the aircraft must have a valid EASA or National Certificate of Airworthiness before being considered for COMR registration.

5.2 Definitions retained for continuing use

Flying Regulator The body within the MOD who has responsibility for regulating the flying activity. For activities within the scope of AvP67 and JSP 556, the Flying Regulator is Head of MAA Ops Fit Test.

IPTL Integrated Project Team Leader. The Leader of the body responsible for managing a project from Concept phase to Disposal. The IPT is characterised by its 'cradle to grave' responsibility, the inclusion of all skills necessary to manage a project, and its effective and empowered leader.

LOD Letter of Delegation. When the aircraft platform IPTL holds an Airworthiness Letter of Delegation, he is responsible for certifying the airworthiness of an aircraft when it is being operated iaw the Release to Service (RTS).

RTS Release to Service. The MOD Release to Service is the release document that authorises Service flying on behalf of the Service Chief of Staff. The RTS refers to the Safety Case documentation for the aircraft or equipment, including the limitations and aircraft description, and defines the as-flown standard of the aircraft. For legacy aircraft that have yet to move to the Generic Aircraft Release Process (GARP), it also contains the Service Deviations (SD) for the aircraft. The limitations of the RTS are the definitive limits for the aircraft in Service regulated flying.

RTSA Release to Service Authority. The competent authority authorising the Release to Service for an aircraft type.

TAA Type Airworthiness Authority. A Type Airworthiness Authority is the MOD organisation, often a MOD aircraft IPT, which, on behalf of the Secretary of State for Defence, has responsibility for the regulation of the airworthiness of specified aircraft types.

6 Considerations

6.1 Clauses 7 to 12 of this standard are concerned with:

- a) The category of aircraft, including UAVs and weapon systems, which the MOD is prepared to consider for Military Aircraft Registration;
- b) The procedures which will be followed for Registration, the issuing of military registration marks, Certificates of Usage and Certificates of Registration;
- c) The manner in which flying is subsequently regulated and conducted;
- d) Liability and indemnity requirements.

7 Category Of Aircraft To Be Considered For Military Registration

7.1 An aircraft can be considered for registration by MOD as a UK Military Aircraft, provided that ALL of the following principles are met:

- a) The aircraft is not suitable for registration by the civil regulator;
- b) It is in the interest of the UK as a whole, the UK Government, or the MOD to sponsor the proposal;
- c) The aircraft can be shown, to the satisfaction of the appointed MOD Type Airworthiness Authority (TAA) to meet appropriate airworthiness requirements;
- d) The Aircraft Operating Authority (AOA) is able to operate the aircraft to the satisfaction of the MOD flying regulator, and arrangements are in place for the maintenance of the aircraft to the satisfaction of the TAA;
- e) When the aircraft is not providing a service for the MOD:
 - i) the applicant agrees to bear all MOD costs associated with the project throughout its life.
 - ii) the applicant agrees to indemnify the MOD against any costs that might be incurred.

Note There may be exceptions to the above and they will be agreed between the Applicant and MOD.

7.2 Examples Of Aircraft That May Be Suitable For Military Registration

- a) Type developed from a military design that was originally procured by the MOD, and either of the following:
 - i) Operated by the Design Approved manufacturer of the aircraft.
 - ii) Owned by a Design Approved Organisation (DAO) and operated by that organisation, or another organisation.
- b) A new military type aircraft, not the subject of a MOD contract, but designed by a UK DAO.
- c) A military type aircraft designed in a foreign country which is the subject of a Memorandum of Understanding (MOU) between the UK Government and the government of that foreign country of origin, agreeing the further development of the design, and flight testing in UK airspace, under the auspices of a UK DAO.
- d) Aircraft returning for operation in the UK that have previously been registered prior to export. Foreign owned aircraft returning to the UK for maintenance, modification, etc may be considered for registration but only if formally transferred to the charge of the UK DAO.
- e) Aircraft sponsored by a Government Department, supported by an authoritative statement to the effect that the proposal is in the wider UK national interest.
- f) Civil-owned civil-type aircraft which will be utilised by the MOD for contractised flying tasks and requiring Military Registration, which will operate outside the limits and restrictions of the ANO but which will require continued Civil Regulator oversight of airworthiness: this category was previously known as COMR. More detail concerning this category can be found in **Clause 8** below.
- g) Any other aircraft for which approval would be deemed by the Secretary of State for Defence to be in the interests of the UK.
- h) Aircraft providing a Long Term Service Provision (LTSP) for the UK MOD.

8 Registration Of Aircraft Possessing A Civil Type Certificate - (Category Previously Known As Comr)

8.1 When aircraft are derived from a civil-type and their design is under-pinned by a civil type certificate, the following aspects should be considered:

8.1.1 Compliance with Civil Regulations and Requirements

- a) The applicant should consider the implications of any deviations between the intended full standard Statement of Operating Intent and Use (SOIU) and the Assumed Usage Spectrum (AUS). Any deviations are to be quantified by liaison with the Civil Regulator, and Type Design Organisation (TDO)/Original Equipment Manufacturer (OEM). The implications of operating to a clearance which is outside the civil clearance should always be fully discussed with the Civil Regulator and TDO/OEM as soon as practicable. Whilst MoD retains the legal right to vary the limitations within which these UK Military Registered aircraft are operated without the agreement of the Civil Regulator, the applicant should take fully into account that such deviations may have significant impact on costs, for example due to the effects on the right to use common pool spares and the ultimate return of the aircraft to the Civil Register.
- b) The applicant is to inform the TAA of the requirements for repair, overhaul, maintenance and modification of the aircraft and demonstrate how this is within the scope of approved civil procedures. The Applicant is to agree any deviations [and their implications] with the Civil Regulator in advance.
- c) The applicant shall offer all Mandatory and Deferred Instructions (eg. Airworthiness Directives (ADs) and Service Bulletins (SBs)) to the TAA in sufficient time to allow assessment of the impact on military operations, and authorisation and embodiment within the time scale set for the civil fleet. Where embodiment is deferred for military operational reasons, the implications shall be agreed with the Civil Regulator. The applicant shall be responsible for their inclusion prior to any return to the Civil Register.

8.2 Civil Regulator - Access, Communications and Data. In order to give the Civil Regulator confidence to permit the use of common pool spares with civilian operators, and to allow smooth transition of the aircraft back to the Civil Register, the applicant and the TAA are to afford the Civil Regulator:

- a) Full visibility of the type of flying, and the details of repair, overhaul, maintenance and modification of each aircraft.
- b) The opportunity to audit as required.

8.3 If during any work carried out to assess and validate MOD clearances, the TAA identifies any anomalies, contradictions or abnormal risks in the civil clearances, he is to draw them to the attention of the Civil Regulator for guidance and action. If the Civil Regulator decides to take no action, the TAA must consider whether the risks are such that MOD peculiar action is necessary.

9 Procedure For Uk Military Aircraft Registration

9.1 Approval In Principle

9.1.1 Applications for Approval-in-Principle (AIP) for Military Registration, meeting the principles of Annex B, shall be submitted to Head of Regulation, MAA Technical Group (formerly Hd DMSD) who will ensure that:

- a) The principles in **Clause 6** above are all addressed;
- b) The applicant intends to address:
 - i) Design Airworthiness including configuration management,
 - ii) Platform Airworthiness including configuration management,
 - iii) Maintenance Organisation Arrangements,

- iv) Flying Organisation Arrangements.
- c) The applicant has proposed the regulatory framework with which he will comply, for each of the elements in sub-para b above.

9.1.2 The address for Hd MAA is: Elm 1b #4126, MOD Abbey Wood, Bristol BS34 8JH.

9.1.3 MAA will seek sponsorship for the Registration, and the sponsor's nomination of a suitable TAA. An MOD Regulator(s) for flying activities will be appointed. Once this AIP has been obtained and agreed, the applicant will be notified by MAA. For batches of aircraft, one AIP request which details all the aircraft is acceptable.

9.2 Strategy

9.2.1 The applicant shall then submit to the TAA, copied to the Flying Regulator, his strategy for obtaining Registration. The strategy must detail how it will be shown that the proposed aircraft is airworthy. In particular:

- a) When the aircraft is designed and manufactured by a MOD Design Approved Organisation(DAO) with current Quality Assurance (QA) accreditation registration to ISO 9001 from a previous design by such an organisation, the strategy must detail how safety and airworthiness will be achieved. A Safety Case must feature in the strategy (eg one developed iaw Def Stan 00-56);
- b) In other circumstances (eg for an overseas organisation), the strategy must demonstrate that the provided equivalent (national) qualification status and airworthiness documentation is adequate.

9.3 Detailed Submission

9.3.1 Once the strategy for approval has been agreed by the TAA, the applicant may, if he wishes, and it is appropriate to do so, ask for an indication of the likely costs (if para 7e applies) and timescales of MOD's assessment of the application and of subsequent airworthiness regulatory activity; the TAA, in conjunction with the Flying Regulator, shall provide the required estimate.

9.3.2 The applicant shall then submit to the TAA, copied to the Flying Regulator:

- a) A formal request for all aircraft requiring registration;
- b) In accordance with MOD requirements, details of the arrangements for meeting MOD costs and a nominated point of contact within the company for such issues (if para 7e applies);
- c) A Safety Management Plan (SMP) showing how the airworthiness of the aircraft will be ensured and how it will be subsequently maintained during operations. Attached to the plan shall be:
 - i) A Safety Case Report, including a Safety Argument, eg in accordance with Def Stan 00-56 or another standard which is acceptable to the TAA. Regular updates will be provided during its development.
 - ii) A contractor's Flight Limitations document which refers to the Certificate of Design (statement of airworthiness, build standard and airworthiness flight limitations), or a full Contractor's Release proposal which could be based upon the Generic RTS format. The elements contained in Def Stan 05-123 Part 2 Section 2 Appendix A, Annexes A1 to A8, should all be addressed;
 - iii) Proposals for the Aircraft Documentation Set (ADS).
 - iv) Details of the proposed operation;
- d) If required, details of the proposed training programme on the aircraft type for MOD and MOD contracted staff to enable them to carry out their duties.
- e) Details of the proposed livery.

9.3.3 The data at **9.3.2** above shall be provided in accordance with the agreed SMP. Note that an outline SMP with Safety Case Report needs to be submitted well in advance of the proposed first flight, ideally at least 6 months beforehand, for consideration by MOD who may wish to review and seek independent advice on particular aspects of, or apparent shortfalls in, the Safety Case.

9.3.4 When the TAA is satisfied that the applicant has demonstrated that the aircraft is airworthy and the Flying Regulator has confirmed to the TAA that the arrangements for the proposed operation are safe, the TAA will draft a Certificate of Usage as a Military-Registered Aircraft (template at Annex C) and submit a recommendation for Registration to the Sponsor, who, when satisfied with the submission and the arrangements for operation, will authorise and sign the Certificate and forward the original to the applicant with copies to Hd MAA and the Flying Regulator. One Certificate of Usage can be used to cover a batch of aircraft. Note that the Certificate is to contain references to:

- a) The aircraft configuration and build standard.
- b) The flying limitations.
- c) The mandatory operating regulations and procedures.
- d) The maintenance requirements.

9.4 Registration

9.4.1 MAA will enter the details of the aircraft into the Register of UK Military Aircraft, allocate a military tail number and issue a Certificate of Registration to the TAA.

9.5 The TAA will then forward the Certificate of Registration, together with details of the required military identification, to the aircraft manufacturer/applicant organisation, copied to the Flying Regulator(s). The display of military identification marks on aircraft shall be in general accordance with AP119A 0601-0B Chapter 9 and "safety markings" to requirements as agreed by the Flying Regulator(s).

9.6 The Certificate of Registration records the date and time that such Registration starts: the aircraft manufacturer/applicant organisation shall not fly the aircraft as a UK Military Aircraft before that date and time. Note that a valid Certificate of Usage is required for all flying as a Military-Registered Aircraft. The aircraft manufacturer/applicant organisation shall inform the TAA, the Flying Regulator and MAA of the date and time when UK Military Registration is no longer required; this includes any intended transfer to another country's register. The Registrar will then issue a Certificate of Deregistration to the TAA, for distribution to the Applicant.

9.7 Subsequent to Registration, requests for any changes to the aircraft or its usage which are outside the agreed clearance (as defined in the references on the Certificate of Usage) shall be submitted, with appropriate amendments or additions to the Safety Case, to the TAA for review, commensurate with the arrangements in the C of U. The TAA should inform the contractor of the results of any reviews, and ensure that the Flying Regulator is kept informed as appropriate.

10 Control of Flying Operations, Aircraft Maintenance and Certification for Flight

10.1 The aircraft shall fly in accordance with any restriction which may be imposed by the TAA and the Flying Regulator.

10.2 The aircraft shall fly in accordance with the requirements detailed in **Clause 9.3** for:

- a) Research, development and production testing of the aircraft, engine(s) or its equipment;
- b) Proceeding to and from a place at which any experiment, inspection, clearance, test or weighing of, or the installation of equipment in the aircraft is to take place for the purposes referred to in **9.2 a.** above, or at which the installation of furnishings in, or the painting of, the aircraft is to be undertaken;
- c) Sales demonstration or delivery to potential overseas customers;

- d) Contractor or customer aircrew training;
- e) Any other operations as agreed by the Flying Regulator.

10.3 The aircraft shall not carry any cargo or personnel, other than the aircraft manufacturer/applicant organisation's aircrew, except for:

- a) personnel employed by the aircraft manufacturer/applicant organisation to carry out duties connected with flights as specified in **9.2**;
- b) personnel employed by manufacturers of component parts of the aircraft and its engines to carry out duties connected with flights as specified in **9.2**;
- c) personnel approved by the aircraft manufacturer/applicant organisation's Head of Flying and the MOD Flying Regulator, as qualified to fly in the aircraft.

10.4 In the case of LTSP, the Flying Regulator will advise on arrangements for occurrence reporting and accident or incident investigations.

10.5 The aircraft shall be maintained in a serviceable and airworthy condition in accordance with the approved maintenance data and certified as Fit for Flight by the aircraft manufacturer by meeting the principles of Annex D. The aircraft should be maintained by an MOD approved maintenance organisation, ie. in accordance with AvP67 or Def Stan 05-130 for a MAOS organisation.

10.6 For LTSP, where a flying service is proposed beyond the development environment, the aircraft will be flown to the contractors Local Flying Order Book prepared to the satisfaction of the Flying Regulator.

10.7 The applicant should be aware that when the aircraft is to be flown under JSP 550 in accordance with JSP 553, the IPTL would prepare a Release to Service for authorisation by the RTSA in accordance with JSP 553.

11 Guidelines For Compiling The Certificate Of Usage (Cofu) In Annex C

11.1 Core Principles

11.1.1 The following core principles are to be applied to the authorisation of a CofU.

- a) The Sponsor is the ultimate regulator of the airworthiness of the military registered civil owned aircraft which he sponsors. It is, therefore, a requirement that only the Sponsor may sign the CofU.
- b) Beyond this, the Sponsor may elect to allow flexibility within the initial C of U to allow subsequent changes to the design or operation within its scope.

11.1.2 The C of U is prepared for the sponsor by the TAA. The TAA and the Sponsor together decide the appropriate wording in the C of U and hence the appropriate level of oversight proportionate to the risk. The Sponsor authorises the scope of the activities covered by the C of U and changes in usage within this scope can be reviewed by the TAA. When drafting the C of U, the TAA should consider the types of flying which will be undertaken. It may be appropriate to raise a separate C of U for development flying and a new C of U for when flying commences under JSP550. The C of U can be batched, in that it can refer to more than one airframe of a type.

11.1.3 The Sponsor may wish to review all changes, in which case the Issue numbers of all referenced documents should be indicated on the C of U. Where the Sponsor is content for the TAA to review all changes for impact against the C of U, a configuration tracking form can be used (see the Usage and Configuration Assessment (UCA) template at **Appendix 1 to Annex C**).

11.1.4 Where the Sponsor is content that the Safety Case indicates a lower level of risk, he may choose to draft a C of U with appropriate flexibility to allow the contractor to introduce changes prior to operation but without review by the TAA. In this case, the TAA would be responsible for auditing the contractor for compliance with their SMP, on a regular basis. The basis of the Safety Case is that the MOD is dealing with a competent organisation: this approach may be particularly appropriate where there will be a separate RTS authorised by the MOD. (as was the case for the regulatory framework previously described as COMR – Civil Owned Military Registered aircraft)

11.1.5 If the aircraft design is underpinned by a civil type certificate, then the civil type certificate should be referenced. If the aircraft is maintained in accordance with civil regulations then the civil arrangements should also be referenced.

11.2 The Usage and Configuration Assessment Form

11.2.1 If required by the C of U the purpose of the UCA at **Appendix 1 to Annex C** is to provide:

- a) A core part of the TAA's initial submission to the Sponsor, by providing details of the specific issue/amendment states of the documents to be referenced in the C of U at the point of first registration. This would enable entry of only top-level references on the C of U itself.
- b) A means of recording changes to configuration and use, and the corresponding changes to documents referenced in the C of U, without having to amend the C of U itself. This provides a full audit trail for such changes throughout the ac's period of military registration. Moreover, it ensures successive changes are recorded similarly and encourages the build-up of a change record. This contributes to the assessment of the effect of successive changes, vital in ensuring they do not compromise the original scope and intent of the C of U.
- c) A record of the TAA's decision as to whether the changes fall within or outside the scope of the C of U.
- d) Feedback to the operator on his change proposals, by stating clearly whether the changes are judged to fall within, or outside the scope of the C of U. Where the proposals fall outside the C of U scope, the form also tells the operator that a new C of U is required.

12 Indemnity

12.1 Where the operation of the aircraft is not pursuant to a MOD contract i.e. there is no contract between MOD and the applicant, then the following shall apply:

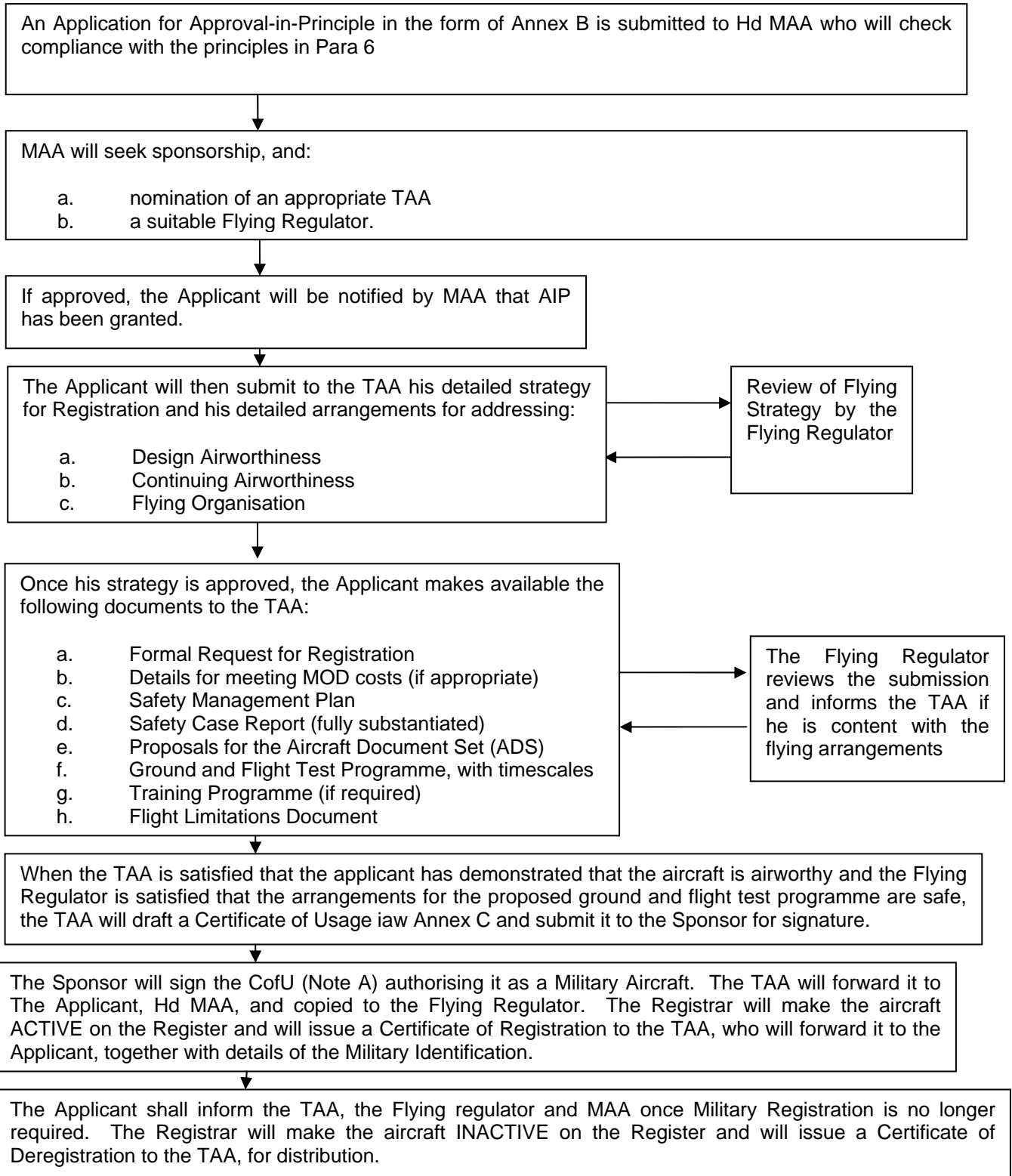
- a) The Sponsor shall ensure that the aircraft manufacturer/applicant organisation shall enter into a deed of indemnity with the Secretary of State to indemnify the Secretary of State for Defence, his servants or agents against all payments which the Secretary of State for Defence his servants or agents may make in respect of any injury (including injury resulting in death) loss or damage whatsoever suffered by the Secretary of State for Defence, his servants or agents and any claims for such injury loss or damage whatsoever suffered by any person and made against the Secretary of State for Defence, his servants or agents which may arise out of or in the course of use of the aircraft.
- b) The Secretary of State for Defence shall be at liberty in such circumstances as he may think fit to settle any claims made against the Crown or the Secretary of State for

12.1.1 Defence or any officer, servant or agent of the Crown and coming within the scope of the above indemnity (applied and extended as aforesaid) by the payment as a matter of grace of any sum by way of compensation, and the said indemnity shall extend to cover any payment so made.

12.1.2 Advice on the form and wording of the deed of indemnity can be obtained from the Directorate of Commercial Law.

12.1.3 Otherwise, where the applicant has a contract with the MOD, indemnity arrangements will be agreed in the contract.

Annex A Procedure For The Military Registration Of Civil-Owned Aircraft



NOTE The original C of U should be passed to the Contractor

Annex B
Application For Approval-In-Principle For The Military Registration Of
Civil-Owned Aircraft

Template

APPLICANT:
ADDRESS:
e-mail address:

AIRCRAFT MANUFACTURER:
AIRCRAFT TYPE & MARK:
MANUFACTURERS BUILD NUMBER(s):

CIVIL REGISTRATION NUMBER(s) (if appropriate):

Purpose of Military Registration: eg export/LTSP/MOD contract/ with description

Type of Flying: eg Developmental/Research/Training/
Programme of flying:

Geographical area where flying will take place:

Proposed dates for flying:

Pilots: eg Company/MOD/Customer/

Flying Organisation arrangements:

Civil Regulator Oversight (for confirmation of appropriate procedures):

Design Standard:

Design Airworthiness:

Platform Airworthiness:

Maintenance Organisation arrangements:

Maintenance Policy:

[Note: Each to be supplemented by a detailed narrative where appropriate]

Indemnity Arrangements:

All of the principles in clause 6 to def Stan 05-122 issue 3 will be met.

Other information: (eg room for narrative)

Signed:

Name:

Company:

Date:

Send completed form to:

Hd MAA, Elm 1b #4126, MOD Abbey Wood, Bristol BS34 8JH

Annex C Certificate Of Usage As A Military-Registered Aircraft

The Secretary of State for Defence, in pursuance of the application of the Air Navigation Order to military aircraft, hereby certifies that the under-mentioned aircraft is to be treated as a Military Aircraft for the purposes of that order.

APPLICANT ORGANISATION:

OPERATOR:

AIRCRAFT MANUFACTURER:

AIRCRAFT TYPE AND MARK:

MANUFACTURER’S BUILD NUMBER(s) (where available):

FORMER CIVIL REGISTRATION NUMBER(s) (if appropriate):

ALLOCATED MILITARY REGISTRATION NUMBER(s):

Flight is authorised providing that:

[Note: This section should include the Terms and Conditions for continued validity of this certificate eg these should provide the degree of flexibility that the sponsor judges to be appropriate within the following framework]

- a. A Certificate has been signed by the organisation’s Chief Inspector or nominated equivalent confirming that the aircraft conforms to the configuration, design and build standard approved by the TAA and recorded in the latest supplemental sheet to the CofU.
- b. The aircraft is flown in accordance with the flying limitations detailed in Reference A;
- c. The aircraft is maintained in accordance with Reference B by an approved maintenance organisation [eg the Maintenance Approved Organisation Scheme (MAOS) or equivalent];
- d. Operated iaw Reference C and any further limitations which may be imposed by the Type Airworthiness Authority or[Insert name of Flying Regulator]

This certificate will have effect fromhours on..... 20 and will remain effective until superseded or revoked.

Signed (only by Sponsor)

Name _____ Post _____
for and on behalf of the Secretary of State for Defence.
dated this _____ day of _____

Baseline References:

- A. Flight Limitations Document produced by the appropriate DAOS-(or equivalent) approved aircraft company.
- B. Type-specific maintenance procedures.
- C. Contractors Flying Order Book, as regulated by the Flying Regulator.

Note A: These references identify how the contractor meets each of the 4 provisos above, and state which regulation and regulator applies.

NoteB: However, the Sponsor may permit the TAA to monitor updates to the Referenced documents within the scope of the C of U these can then be recorded on a UCA signed by the TAA.

TEMPLATE

USAGE AND CONFIGURATION ASSESSMENT FORM

CERTIFICATE OF USAGE REFERENCE / DATE:

ASSESSMENT FORM SERIAL NUMBER:

APPLICANT ORGANISATION:

AIRCRAFT TYPE & MARK:

MANUFACTURERS BUILD NUMBER:

ALLOCATED MILITARY REGISTRATION NUMBER(S):

BRIEF DESCRIPTION OF INITIAL REQUEST/CHANGES: (delete as applicable)

- a. The intended use/changes from the current use.
- b. The configuration and build standard are as described in Reference A.
- c. The flight limitations are as described in Reference B.
- d. The aircraft is maintained in accordance with Reference C.
- e. The aircraft will be operated in accordance the procedures described in Reference D.
- f. The Flying Regulator has assessed the application/changes and has confirmed that:
 - (i) The applicant's arrangements for the proposed operation and maintenance of the aircraft are satisfactory OR
 - (ii) He is content to regulate the operation and maintenance of the aircraft after the changes have been introduced.

TAA DECISION:

The initial request/changes above: (delete as applicable)

- a. Merits the issue of an Initial Certificate of Usage.
- b. Do not invalidate the current Certificate of Usage.
- c. Require the current Certificate of Usage to be up-issued by the Sponsor.
- d. Are such that the current Certificate of Usage will be revoked and, where appropriate, a new Certificate of Usage will be authorized by the Sponsor.

Signed

Name

Post

Date

References (include specific issue number/amendment state etc):

- A.
- B.
- C.
- D.

Annex D Certificate For Flight Of Military-Registered Aircraft

.....[Insert Company Name]

TEMPLATE

1. Aircraft Type & Mark:.....
2. UK Military Aircraft Registration No:.....
3. Engine Type:.....
4. Minimum Crew and competency requirement (eg: Company Test Pilot):
.....
5. Design Standard:
.....
6. Trials permitted by this Certificate:
.....
7. Flight Test Programme:
8. The Flight Limitations to be observed are set out in:
9. The Weight and Centre of Gravity Limitations are set out in.....
.....

When the aircraft is in accordance with Items 5, 8 and 9 above, it may be cleared for flight by the Inspection Department.

Date

TECHNICAL DIRECTOR
or equivalent

INSPECTION CLEARANCE

The aircraft has been inspected and shown to conform to the design documents listed at Items 5, 8 & 9 above.

All relevant procedures have been carried out satisfactorily to make the aircraft fit for flight.

Date

CHIEF INSPECTOR
or equivalent

INSIDE REAR COVER

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Defence Standards are Published by and Obtainable from:

Defence Procurement Agency

An Executive Agency of The Ministry of Defence

UK Defence Standardization

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65 Brown Street

GLASGOW G2 8EX

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File Reference

The DStan file reference relating to work on this standard is D/DSTAN/24/122.

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When Defence Standards are incorporated into contracts users are responsible for their correct application and for complying with contractual and statutory requirements. Compliance with a Defence Standard does not in itself confer immunity from legal obligations.

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