MINISTRY OF DEFENCE

Secretariat General of Defence and National Armaments Directorate
Air Armaments Directorate

MUTUAL RECOGNITION BETWEEN MILITARY AIRWORTHINESS AUTHORITIES (MAAs) FOR DELEGATION OF AIRWORTHINESS PRIVILEGES

Edition: 11th, September 2012

LIST OF VALID PAGES

ATTENTION: This Standard is valid if composed of the pages below, duly updated. Copy of this standard should be requested at the following e-mail: spt@dgaa.it.

The dates of issue of the original and amended pages are given below:

Original …….…….. 0 …….…….. 11/09/2012

This standard consists of a total of 74 pages, as specified below, including 2 Appendices:

Page No.	**Amendment No.**
Title page	…. 0
A	…. 0
I	…. 0
1 up to 9	…. 0
App. 1(from 1-1 to 1-3)	…. 0
App. 2(from 2-1 to 2-59)	…. 0

TABLE OF CONTENTS:

1 PART 1 - INTRODUCTION 1
1.1 Overview 1
1.2 Airworthiness Management 2
1.3 Scope 3
1.4 Complementary Standards 3
1.5 Applicability of the Standard 4
1.6 Validity 4
1.7 Definitions 4
2 PART 2 – USE OF THE QUESTION SETS 5
2.1 Overview 5
2.2 Scope of Question Sets and Methodology implementation 5
2.3 Q.S. purpose description 6
2.4 Assessment based on the provided evidence 8
2.5 Formal acceptance of equivalence 8
3 PART 3 - MUTUAL RECOGNITION CERTIFICATE 8
3.1 Overview 8
3.2 Preparation of application for mutual recognition 8
3.3 Recognition of the certificate 9
3.4 Purpose of Certificate for mutual recognition 9
3.5 Certificate classification 9
APPENDIX 1 – CERTIFICATE 1
APPENDIX 2 – QUESTION SETS 1

1 PART 1 - INTRODUCTION

1.1 Overview

Italian law, according to the Chicago Convention (Italy has joined the Chicago Convention on March the 6th, 1948 Decree n ° 616), decreed that the Airworthiness Management of military aircraft (fixed wing, rotary wing and remote piloted aircraft – see Navigation Code article 745) is allocated to Italian Ministry of Defence (organized by DPR n 145, August the 3rd, 2009) that carries out the task through the Air Armament Directorate (DAA Ex DGAA, as regulating configuration sanctioned by DM of June the 22nd, 2011).

The DAA performs this assignment by issuing the relevant technical standards as prescribed by D.P.R. of November the 18th, 1956 Art. 22, nr. 1478.

These technical standards are divided into two groups:

1. Product/process
   - AER(EP).P-2 Military Aircraft Type Qualification
   - AER(EP).P-7 Military Aircraft Registration
   - AER(EP).00-00-05, AER(EP).00-00-6 Configuration Control Process
   - AER(EP).P-6 Procedures for compilation of “Capitolato Tecnico” (Technical Specifications)
   - AER(EP).00-01-6 “Segnalazione inconveniente” (Occurrence Report and Investigation)
2. Organization
   - AER(EP).P-10 Design Organisation Military Approval
   - AER-Q-2110 Quality Assurance Requirements
   - AER(EP).P-2005 Continuing Airworthiness

The present standard establishes the procedures to be followed in order to provide valid evidences for the mutual recognition between MAAs, designed to support the release of Airworthiness privileges and delegation for Airworthiness Management from one MAA to another, within a common program/contract or an agreement concluded between the Countries.

The methodology selected by DAA to manage this activity is the use of a series of Question sets, to be submitted to the involved MAAs for compilation, in order to check the congruence (level of equivalence) of Airworthiness and continuous Airworthiness processes management.

This standard consists of two parts and two appendixes as indicated below:

- Part 1 – USE OF QUESTION SETS;
- Part 2 – MUTUAL RECOGNITION CERTIFICATE;

Appendix 1 – Certificate;

Appendix 2 – Question Sets.

Within the context of international activities of mutual recognition which differs from this standard, procedures, formats, documentation and instructions, departing from this Technical Publication, will be followed with the proviso that equivalence in terms of technical information is covered.
For such cases, special Technical Publication (T.P.) will be issued by DAA that recognizes these procedures.
Moreover, special derogation may be subject to relevant acts of delegation.

1.2 Airworthiness Management

National process foresees the definition of airworthiness requirements in “Capitolato Tecnico” (Technical Specification) in accordance with the existing regulation (where applicable, as in the case of STANAG for UAV and CS / FAR for aircraft of civil derivation), or as an adaptation’s outcome of Airworthiness criteria provided by MIL-HDBK-516B.
DAA requires the airworthiness conditions to be fulfilled both for the Type design and for each single built aircraft/rotorcraft.
Compliance of Type design with airworthiness requirements is verified as follows:

- the definition of the Means of Compliance (MoC) for each requirement, according to a Qualification Program Plan;
- the definition of Means of Evidence (MoE) to meet the airworthiness requirements;
- the definition of a Type according to associated documentation and airworthiness limitations.

Compliance of each single built aircraft/rotorcraft with airworthiness requirements is verified as follows:

- conformity with certified Type design;
- configuration control and occurrence report investigation that affect aircraft safety according to relevant regulations;
- operations, inspections and maintenance in accordance with applicable manuals.

To ensure the airworthiness of the in-service aircraft/rotorcraft (Continuous Airworthiness) it is therefore necessary to identify current configuration defined by a baseline configuration plus the successive technical changes (PTA) approved following the procedures for configuration control.

1.3 Scope

The scope of the present standard is:

- to establish the process for mutual recognition between the MAAs, in order to grant Airworthiness privileges for management of military aircraft in accordance with the 'terms of recognition';
- to establish the procedure for handling and evaluation of question sets used for mutual recognition;
- to define the management of reasonable mitigation in the event of discrepancies among answers to question sets.

1.4 Complementary Standards

➢ AER.Q-2010	Definition of the terms, acronyms, expressions used in T.P. by DAA
➢ AER(EP).P-2	Military Aircraft Type Certification, Qualification and suitability for installation.
➢ AER(EP).P-6	Procedures for compilation of “Capitolato Tecnico” (Technical Specification).
➢ AER(EP).P-7	Military Aircraft Registration.
➢ AER(EP).P-10	Design Organization Military Approval.
➢ AER.00-00-6	Identification and Registration of Aircraft configuration Items. Guidelines.
➢ AER (EP).00-01-6	Instruction for Compilation, delivery and management of “Segnalazione Inconveniente” (Occurrence Report and Investigation).
➢ AER (EP).0-0-2	Definition and Regulation of Technical Publications of Air Armament Directorate.
➢ AER.0-0-8A	Compilation, issue and delivery of "Segnalazioni Inconvenienti Pubblicazioni" (Publication of Occurrence Report and Investigation) regarding ARMAEREO Aeronautics’ Technical Publications.
➢ AER.DT.2009-012	Guidelines for aircraft testing activities.
➢ AER(EP).P-2005	Continuing Airworthiness
➢ AER.Q-2110	Quality Assurance Requirements for design, development and production.

1.5 Applicability of the Standard

The dispositions concerning the process for the mutual recognition set forth in the present standard shall apply to all military aircraft for which a delegation for governance of Airworthiness function from one MAA to another is required, with respect to programs, contracts or agreements concluded between the two nations.

Under the provisions of the present standard, please note that the law in force "Valore delle comunicazioni via Telefax" (value of electronic Fax communication), recognizes the full validity of the documents sent by fax, therefore it can replace the postal delivery of documents, thus becoming the only means to distribute the documents.

Additionally, in case of validity of digital signature already activated, a certified mail can replace the Fax transmission of the docments, following the technical rules set out in Ministerial Decree of November the 2nd,2005 (G.U. n°266 on 15-11-05) that completes the legal framework outlined by the D.P.R. 68 of February the 11th,2005.

1.6 Validity

The present standard becomes effective on the date of approval.

1.7 Definitions

Refer to the standard AER.Q-2010 for the definitions of the terms, acronyms, expressions used plus the following definitions/acronyms:

- **Equivalent**
  Represents an acceptable alternative to the measures established by a Governmental Organization of Airworthiness.
- **Privilege**
  Authority to manage, deliver and regulate Airworthiness functions on behalf of another Governmental Organization.
- **Airworthiness Framework**
  Personnel (organization chart), Government bodies and set of rules that regulate the Airworthiness.
- **MAA**
  Military Airworthiness Authority

2 PART 2 – USE OF THE QUESTION SETS

2.1 Overview

In order to define the equivalence in term of Airworthiness, the methodology selected by DAA involves the use of Question Sets (Appendix 2).

They consist of a series of questions divided into 11 different topics which have been derived directly from the work developed by UK MoD , NLD MoD and ITA MoD (English, Dutch and Italian Ministry of Defence) and indirectly from International Civil Aviation Organisation (ICAO) and European Aviation Safety Agency (EASA) regulations.

The questionnaire is available, for National MAA, directly from this standard (Appendix 2).

The assessment of answers to the questionnaire is performed by the use of three colours: red, amber and green.

- Red denotes that the evidence presented does not prove the requirement.
- Amber means that the evidence presented denotes that the requirement can be proved with the aid of successive evidences or that there are some missing evidences to be presented or that the requirement will be completely proved after receiving a reasonable mitigation or that the requirement is partially proved.
- Green denotes that the evidence presented proves the requirement.

The principle to check the validity of evidences provided with respect to requirements is based on self-assessment.

2.2 Scope of Question Sets and Methodology implementation

The question sets method is comprehensive and easy to apply. Through its use, it is possible to check the characteristics of the Airworthiness Authority involved, the suitability of the facilities established and assess the level of equivalence in the following areas:

- policy
- processes
- procedures
- people
- products

The aim is to prove the uniformity in Airworthiness management through the achievement of individual compliances with the questionnaire.

The questionnaire should be completed in its entirety by Governmental Authority in accordance with the instructions contained in the headers of each column.

Next to each given answer, a column for the self-evaluation is provided that will determine the assigned colour and consequently the level of compliance achieved:

- in case of Green colour the evidence presented clearly demonstrates that the stated requirement can be fully met and no additional actions are required;
- in case of Amber or Red colour additional actions that mitigate a condition of partial compliance / non compliance are required.

These must be explained in the pre-arranged columns (comments and issue and Mitigation / Strategic Intent) and can be established by each of the involved MAAs.

The questionnaire will be distributed (as defined in Chapter 1.5) to the involved Authority and then to the competent offices, for compilation.

Considering the subdivision into different topics, it can be divided and allocated to different qualified departments.

2.3 Q.S. purpose description

Question sets are divided into four categories:

Q.S. 1.1 and Q.S. 1.2, derived from ICAO regulations, are intended to examine the functions of the Authority responsible for issuing rules and check the basics of the certification;

Q.S. 2.1, Q.S. 2.2 and Q.S. 2.3, have the purpose to examine the conduct of the airworthiness and flight operations;

Q.S. 3.1, Q.S. 3.2, Q.S. 3.3, Q.S. 3.4 and Q.S. 3.5, derived directly from EASA standards, are designed to examine functions of management, organization and delivery;

Q.S. 4.0, derived from Italian rules is designed to examine specific features of the Italian management.

Specifically, each Q.S. should confirm the following:

- Q.S. 1.1: The Regulators (i.e. Type Airworthiness Authority) are competent to approve and manage type specific regulations and to develop and ensure implementation of Type Airworthiness policy.
- Q.S. 1.2: The Regulators (or their representatives) are competent to approve organisations delivering / managing Airworthiness and to develop and implement Airworthiness policy.
- Q.S. 2.1: Service release organisations and organisations responsible for flight certification of the aircraft are competent and tolerable risk is not exceeded.

- Q.S. 2.2: Project Team (PT) airworthiness management is satisfactory. This Q.S. includes questions relating to the effectiveness of the PT organisation, the management of scheduled and unscheduled maintenance, information management, Safety Management System, safety case, environmental management.
- Q.S. 2.3: Regulation, Management and Delivery of Flying Operations is competent. Q.S. includes questions relating to the effectiveness and competence of the regulatory structure in place for military flight operations activities.
- Q.S. 3.1: The Maintenance Training Organisation (MTO) is competent. Specifically, it addresses the MTO organisation, the content of the training courses and the effectiveness of course material.
- Q.S. 3.2: The Maintenance Organisation (MO) is competent. It addresses the competence of the MO, including questions relating to the MO's organisation, its relationship with suppliers, its use of a Safety Management System, the preservation of component conformity and the control of tools and other equipment.
- Q.S. 3.3: The Production Organisation (PO) is competent. Q.S. addresses the competence of the PO, including questions relating to the PO's organisation, processes and procedures for the control of production, coherence between design specifications and production, available facilities, traceability, product qualification, the preservation of conformity and the control of tools and other equipment.
- Q.S. 3.4: The Continued Airworthiness Management Organisation (CAMO) is competent. It addresses the competence of the CAMO, including questions relating to processes and procedures, the use of a Safety Management System, the reporting of airworthiness hazards.
- Q.S. 3.5: The Design Organisation (DO) is competent. Q.S. addresses the competence of the DO, including questions relating to the DO's organisation, its use of a Safety Management System, airworthiness strategy, hazard analysis, internal and external auditing, safety case, delegation of authority.
- Q.S. 4.0: Type airworthiness and policy is approved and managed. Q.S. includes questions relating to continued airworthiness requirements, reporting arrangements, aircraft registration, guidance for the control of parts and the approval of maintenance schedules and modifications.

2.4 Assessment based on the provided evidence

An initial assessment for equivalence requires the analysis of the documentation provided as evidence.

This documentation must always be linked to each question of the questionnaire being quoted in the appropriate cell (Response).

It is important to underline that, although an answer could ensure a complete coverage of the requirement and lead to an assessment marked by the green colour, but because of, it will receive an assessment marked by red colour if the safety evidences are not shown.

The next step is the evaluation of the comments and suggested/set mitigation for answers that have a rating marked red or amber.

Following a positive opinion on the action to modify the status of the answer, a revised assessment in green will be assigned.

2.5 Formal acceptance of equivalence

The revision of the questionnaire intends to demonstrate the complete equivalence of the Airworthiness structure between MAA, or to recognize it as a valid alternative, once obtained the compliance of all answers (green colour) connected with actions taken to mitigate situations initially non-compliant.

Afterwards the Certificate for the Mutual Recognition will be drawn up and will be sent to the Governmental Authority (refer to Appendix 1).

3 PART 3 - MUTUAL RECOGNITION CERTIFICATE

3.1 Overview

The certificate for mutual recognition is the document issued by the competent Authority (ITA DAA) that establishes the possibility to provide privileges to regulate, manage and deliver Airworthiness functions to other MAA that have been shown to be eligible for these activities (Appendix 1).

3.2 Preparation of application for mutual recognition

The national office in charge of supervising the Airworthiness of Military aircraft is the only authorized to submit the request (distributed as defined in Chapter 1.5) to the competent department.

The office will ensure the receipt of the request.

What has been described is equivalent for all MAAs.

3.3 Recognition of the certificate

The authorities in charge, authorized by the MAA involved in the process, will present the formal application, according to their standards, clearly stating the reasons for the request of mutual recognition.

The certificate can not be recognized by any other MAA than those involved, nor can it be presented to other Countries as evidence of “Authority in management of airworthiness”.

3.4 Purpose of Certificate for mutual recognition

Aim of mutual recognition between MAA for the Airworthiness of military aircraft is to verify a common structure between the national military authorities responsible of military airworthiness, or attain it through the solutions proposed in the questionnaire.

Specifically the objectives to be achieved for the issue of the certificate are as follows:

- Verify/establish a common regulation platform;
- Consolidate a common certification process;
- Carry out a common approach to airworthiness control;

The certificate for mutual recognition is recorded and collected in a dedicated register.

A signed copy is delivered to the involved Authority.

The certificate remains valid for a period of time agreed between the representatives parties and reported on the same.

3.5 Certificate classification

The certificate can be classified as complete or partial privileges recognition in accordance with the 'terms of recognition'.

The classification can be subject to modification if changes occur in the regulations of the recognized MAA.

In this case it is MAA task to communicate the change and the offices in charge will prepare a new certificate with the modified classification.

Appendix 1 – Certificate

CERTIFICATE FOR THE MUTUAL RECOGNITION

	The undersigned confirms that the Authority _____ Approves the _____ Airworthiness Organisation and Framework for the purpose of Mutual Recognition between MAAs for Delegation of Airworthiness privileges.
Terms of Recognition	
	MAA Representative _____
Name:	
Title:	
Position:	
Organisation:	
Signature:	
Date:	

	The undersigned confirm that Question Sets were evaluated by a competent and impartial Organization acting under MoD governance.
	MAA Representative _____
Name:	
Title:	
Position:	
Organisation:	
Signature:	
Date:	

Appendix 2 – Question Sets

QS 1.1	GENERIC AW REGULATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
1	Conflict of interest within project is mitigated by appropriate independence.	Where the regulatory organisation is both regulatory authority and an air traffic service provider, aerodrome operator, air operator, manufacturer or maintenance organisation, the requirements will be met, and public interest best served (from an Airworthiness perspective), by clear separation of authority and responsibility, between the operator and the regulator. Separation should allow the regulator the freedom to make Airworthiness decisions without adverse influence due to operational pressures. The approval, certification and continued surveillance procedures should be followed as though the operating agency were a non government entity. The regulator organisational structure, and its defined roles and responsibilities therein, should show an appropriate level independence between operator and regulator regarding decisions, certification and authorisation in respect of initial and continued Airworthiness.				
2	Approves Type Airworthiness Strategy and As Low As Reasonably Practicable (ALARP) Context	The Airworthiness strategy both for initial certification and in service operations must be described including its correspondence to the ALARP principle during each phase. The strategy must commensurate with overarching regulator policy.				
3	The selection of regulations for type are approved.	The selection of the baseline Airworthiness standards / codes for the type, and the operational regulatory standards / procedures within which the type will be operated, must be defined in order that the aircraft certification basis, and other documentation, can be developed in accordance with regulator policy and the type SMS (Safety Management System).				

QS 1.1	GENERIC AW REGULATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
4	The certification basis for type are approved.	Has the regulator agreed the Type Certification basis; approving the applicable regulation, standards, special conditions (or equivalent safety findings), the agreed means of compliance (e.g. analysis, rig, ground or flight test). The aircraft type design shall be subjected to such inspections and ground and flight tests as are deemed necessary by the regulator (or their representatives) to show compliance with the design aspects of the appropriate Airworthiness requirements.				
5	Appointment of approved organisations are approved for Type.	The regulator approved organisations which the Type applicant / sponsor wishes to use in respect of initial certification and in-service Airworthiness activities must be considered by the regulator in the context of the Type and its intended use to consider whether previously approved authorisations need to be tailored, or additional regulatory oversight is required.				
6	Safety related technical instructions are mandated.	The TAA (Type Airworthiness Authority) must react without undue delay to safety issues, mandating safety related technical instructions (both routine and urgent) and disseminating applicable mandatory information.				
7	The Regulator has defined the purpose of a Type Certificate	Type Certificate. A document issued by Regulator Type Airworthiness Authority to define and approve the design of an aircraft type and to certify that this design meets the design aspects of the appropriate Airworthiness requirements. These requirements may be defined by, but not limited to the Certification Basis. When the Regulator, issues a Type Certificate for an aircraft type, designed and certified by another State / Military Regulator, it shall do so on the basis of satisfactory evidence that the aircraft type is in compliance with the design aspects of the appropriate Airworthiness requirements.				

QS 1.1	GENERIC AW REGULATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
8	Type Certification issuance and validation	The Regulator has established the requirements necessary to issue or validate type certificates.				
9	Procedures for the approval of a type design	The Regulator has established procedures for the approval of a type design and issuance of a type certificate.				
10	Requirements and procedures for the issuance of a type certificate - Implementation	The Regulator has implemented the requirements and procedures established for the issuance of a type certificate.				
11	Type Certificate - Regulator Audit Trail	The Regulator keeps copies of all documents issued.				
12	The Regulator has defined the high level objectives of Type certification	The design shall not have any features or characteristics that render it unsafe under the anticipated operating conditions.				
13	Type Certificate - Content	The contents of the type certificate conform to ICAO (or other equivalent) guidance.				
14	Type Certificate Datasheet	The Regulator has developed a type certificate data sheet showing the applicable airworthiness standards, limitations and any other condition of approval to supplement the type certificate.				

QS 1.1	GENERIC AW REGULATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
15	The Regulator has defined acceptable processes and means for demonstration of proof of compliance.	Proof of compliance with the appropriate Airworthiness requirements. There shall be an approved design consisting of such drawings, specifications, reports and documentary evidence as are necessary to define the design of the aircraft and to show compliance with the design aspects of the appropriate Airworthiness requirements.				
16	Regulator requirements for type certificate applicants for drawing, specifications, reports and documentary evidence necessary to define the design of the aircraft and show compliance	The Regulator has established a requirement for type certificate applicants to provide and keep all the drawing, specifications, reports and documentary evidence necessary to define the design of the aircraft and show compliance with the design aspects of the appropriate airworthiness requirements.				
17	The Regulator has implemented the procedures for type certificate validation.					
18	The Regulator has defined processes to manage undesirable features not addressed by compliance with requirements.	In addition to determining compliance with the design aspects of the appropriate Airworthiness requirements for an aircraft, the TAA (regulator) shall take whatever other steps they deem necessary to ensure that the design approval is withheld if the aircraft is known or suspected to have dangerous features not specifically guarded against by those requirements.				

QS 1.1	GENERIC AW REGULATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
19	Type Certificate - Transfer	The Regulator has established the guidelines under which a type certificate may be transferred.				
20	Type Certificate - amendment	The Regulator has established procedures for the amendment of a type certificate.				
21	Type certificates issued by other Regulators	When the Regulator does not validate type certificates issued by other Regulators, procedures have been developed for the issuance of a first certificate of airworthiness for an aircraft type.				
22	Supplemental Type Certificate - Procedures	The Regulator has established procedures for the approval of an Supplemental Type Certificate.				
23	Requirements for operations-derived equipment	The Regulator has established requirements for operations-derived equipment which are not part of the type certification of aircraft.				
24	The Regulator has defined process to address certification of a design modification, repair or replacement part.	A Regulator issuing an approval for the design of a modification, of a repair or of a replacement part shall do so on the basis of satisfactory evidence that the aircraft is in compliance with the Airworthiness requirements used for the issuance of the Type Certificate, its amendments or later requirements when determined by the Regulator.				

QS 1.1	GENERIC AW REGULATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
25	Specific operating provisions - Development	The Regulator has developed specific operating provisions (e.g. Minimum Equipment List - MEL), Extended Range Twin Engine Operational Performance Standards (ETOPS) and Reduced Vertical Separation Minima (RVSM). The context of this question is concerned with the overall operation of the vehicle. In the 'civil world' those would be similar to the Ops Manual, a National Aviation Authority (e.g. FAA/CAA) approved document that describes how the operator is to use the aircraft, e.g. fuel planning, crew requirements, load sheets				
26	The Regulator has defined the purpose of the Certificate of Airworthiness.	Issue and continued validity of a Certificate of Airworthiness: A Certificate of Airworthiness shall be issued by the regulator on the basis of satisfactory evidence that the aircraft complies with the design aspects of the appropriate Airworthiness requirements.				
27	The Regulator has defined processes to ensure the validity of the Certificate of Airworthiness is maintained.	A Certificate of Airworthiness shall be renewed or shall remain valid, subject to the Regulator policy. The continuing Airworthiness of the aircraft shall be determined by a periodical inspection at appropriate intervals for the Type having regard to lapse of time and type of service or, alternatively, by means of a system of inspection, approved by the Regulator, that will produce at least an equivalent result.				

QS 1.1	GENERIC AW REGULATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
28	The Regulator has defined processes to manage Certificates of Airworthiness from other Organisations.	When an aircraft possessing a valid Certificate of Airworthiness issued by an external or overseas organisation is entered on the register of the Regulator and / or when the Regulator renders valid a Certificate of Airworthiness provided by an external / overseas Regulator, the Regulator, when issuing its own Certificate of Airworthiness shall establish that its validity is at least equivalent to the validity criteria of the Regulator. The validity of the authorisation shall not extend beyond the period of validity of the Certificate of Airworthiness being rendered valid. The Regulator shall ensure that the continuing Airworthiness of the aircraft is determined.				
29	The Regulator has defined processes to define, substantiate and promulgate Aircraft Limitations.	Each aircraft shall be provided with a flight manual (or equivalent), placards, or other documents stating the approved limitations within which the aircraft is considered airworthy as defined by the appropriate Airworthiness requirements and additional instructions and information necessary for the safe operation of the aircraft.				
30	The Regulator has defined processes to manage temporary loss of Airworthiness.	Any failure to maintain an aircraft in an airworthy condition as defined by the appropriate Airworthiness requirements shall render the aircraft ineligible for operation until the aircraft is restored to an airworthy condition.				
31	The Regulator has defined processes to manage Airworthiness following damage to aircraft	This claim is satisfied by the lower level claims.				
32	The Regulator has defined policy objectives and processes to manage continued Airworthiness	This claim is satisfied by the lower level claims.				

QS 1.1	GENERIC AW REGULATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
33	Export approval of aeronautical products.	The Regulator has developed regulations for the export approval of aeronautical products.				
34	The Regulator has defined processes for the approval of maintenance schedules.	The maintenance schedules must be issued in accordance with Regulator Policy regarding its approvals and underpinning evidence requirements.				
35	The Regulator has defined policies regarding acceptable means of scheduling maintenance.	The regulator has defined acceptable methodologies for the definition of maintenance schedules and / or processes for the review and approval of bespoke maintenance scheduling ensuring the continued Airworthiness of aircraft.				
36	Type certificate applicants - develop the maintenance programme	The Regulator has established a requirement for type certificate applicants to develop the maintenance tasks and frequencies (maintenance programme) required for maintaining the aeroplane in an airworthy condition.				
37	Continuing structural integrity	The Regulator ensures that a continuing structural integrity programme, including specific information regarding corrosion prevention and control, is submitted by the type certificate holder for Regulatory approval.				
38	The Maintenance Review Board	When a Maintenance Review Board is established, are the Airworthiness Inspection Department (AID) and Airworthiness Engineering Division (AED) involved in the process.				
39	Human Factors in Maintenance	The Regulator has established requirements for human factors principles to be observed in the design and application of maintenance programmes.				

QS 1.1	GENERIC AW REGULATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
40	Modifications and repairs are approved.					
41	The Type Airworthiness Authority personnel are competent.	Within the Regulators overarching competency requirements, the Type Regulators personnel are competent to conduct the defined regulatory duties for the specific aircraft type(s).				
42	Flight Test is approved.	The regulator will ensure that the aircraft, as defined by its Type Design and associated Certificate of Airworthiness, is at least tolerably safe to conduct the defined tests, by an approved organisation, within the defined environments and that trials risk assessments are conducted to ensure that trials operational risks are ALARP(As Low As Reasonably Practicable).				
43	Relevant law or regulations	Do the primary aviation legislation and/or the regulations provide for the issuance of exemptions?				
44	Policy and procedures	Has the Military airworthiness authority(MAA) established a policy and procedures for the issuance of and control over the exemptions?				
45	Procedures and implementation	If the airworthiness authority delegates its duties to other aviation authorities, other airworthiness authority bodies, regional organizations, private agencies or designated inspectors, how does it ensure control and oversight?				

QS 1.1	GENERIC AW REGULATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
46	Surveillance program and inspection reports.	Does the airworthiness authority conduct surveillance of the ground operations of an air operator? (Ensure that inspections include, as applicable: air operator facilities, crew scheduling, planning and dispatch, flight following, documentation, training program, ground equipment and records)				
47	Please provide contact details for the Airworthiness Authority	Name: Office: Address: Phone: email:				
48	Relevant law or regulations	What legislation, regulations, or policies assign airworthiness responsibilities to the airworthiness authority?				
49	Relevant law or regulations	Are all aspects of the airworthiness definition vested in a single entity, or are various aspects assigned to other authorities? Address technical airworthiness (e.g., design approvals, flight releases), operational airworthiness, test centers, and mishap investigation. If there are multiple authorities, clearly define where each authority's airworthiness responsibilities begin and end.				
QS 1.2	TYPE SPECIFIC AW REGULATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
1	Reference, Adoption or Development of appropriate Primary Aviation Legislation is Justified and Satisfactory	The Primary Aviation Legislation (or equivalent) documented.				

QS 1.2	TYPE SPECIFIC AW REGULATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
2	Regulator, Procurement, Industry and Operator Responsibilities are Clearly Defined, Understood and Agreed					
3	Interfacing / Overlapping Agencies (e.g. CAA) have been Consulted and Regulation Co-ordinated					
4	Communication and feedback requirements between Management / Delivery organisations and Regulator are appropriately defined and implemented.	The Regulator shall establish the type of service information that is to be reported to it by operators, organisations responsible for type design and maintenance organisations. Procedures for reporting this information shall also be established.				
5	Operating Regulations are appropriately Defined					
6	Record Keeping Processes are Defined					

QS 1.2	TYPE SPECIFIC AW REGULATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
7	Environmental Policy is Defined and Promulgated					
8	The Regulator has provisioned for appropriate tools and information access for staff.					
9	Procedures for Accident / Incident / Arising Investigation and the Resolution of Safety Concerns are Defined and Satisfactorily Implemented	Has an Aircraft Accident Investigation Authority been set up, or are there established processes to readily convene an equivalent investigation? Does the AAIA (or equivalent) have appropriate lines of communication at government/ministerial level and also appropriate independence from the regulator? (exceptionally, military security aspects may restrict the release of certain information to unauthorised personnel).				
10	The Regulator has a Defined and Effective Safety Management System and Acceptable Means of Compliance					
11	Regulator Resource Requirements have been Justified and Documented					
12	The Aircraft Register is Maintained Satisfactorily					

QS 1.2	TYPE SPECIFIC AW REGULATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
13	Audits are Conducted to Ensure and Maintain Compliance					
14	The Regulators Organisational Structure is Defined					
15	Regulator Staff Responsibilities and Accountabilities are Defined	Within the Regulator's organisational structure, have the respective roles, responsibilities and accountabilities of each duty holder / sub-group been clearly defined, documented and promulgated? This should include interfaces with other relevant Airworthiness stakeholders in other organisations if necessary. For each post the required competence level should be defined.				
16	The Regulator Decision Making Hierarchy and Arbitration Process are Defined	Is there a clear and unambiguous documented definition regarding the levels of authorisation necessary for defined approvals and authorisations commensurate with the Organisations definition of Roles Responsibilities and Accountabilities? Does this include procedures for appeal/arbitration in the event of disputes?				
17	Airworthiness Standards are defined including Acceptable Means of Compliance, Defined Safety Objectives and Guidance Material	Appropriate Airworthiness requirements are defined (e.g. a Certification Standard including associated Guidance Materiel or Acceptable Means of Compliance and Design Safety Objectives). The comprehensive and detailed Airworthiness codes established, adopted or accepted by a Regulator for the class of aircraft, engine or propeller under consideration are defined.				
18	All relevant Terms and Units are Defined including Policy of Use	A document exists defining all Airworthiness related term and units and a general policy for their use. This may include standard groupings for means of compliance e.g. analysis, rig, ground or flight test.				

QS 1.2	TYPE SPECIFIC AW REGULATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
19	Fixed Wing - Fast Jet / Combat Aircraft	Appropriate Airworthiness requirements are defined (e.g. a Certification Standard including associated Guidance Materiel or Acceptable Means of Compliance and Design Safety Objectives).				
20	Fixed Wing - Light Aircraft	Appropriate Airworthiness requirements are defined (e.g. a Certification Standard including associated Guidance Materiel or Acceptable Means of Compliance and Design Safety Objectives).				
21	Fixed Wing - Heavy Aircraft	Appropriate Airworthiness requirements are defined (e.g. a Certification Standard including associated Guidance Materiel or Acceptable Means of Compliance and Design Safety Objectives).				
22	Helicopters	Appropriate Airworthiness requirements are defined (e.g. a Certification Standard including associated Guidance Materiel or Acceptable Means of Compliance and Design Safety Objectives).				
23	Unmanned Aerial Vehicles	Appropriate Airworthiness requirements are defined (e.g. a Certification Standard including associated Guidance Materiel or Acceptable Means of Compliance and Design Safety Objectives).				
24	Lighter Than Air Vehicles	Appropriate Airworthiness requirements are defined (e.g. a Certification Standard including associated Guidance Materiel or Acceptable Means of Compliance and Design Safety Objectives).				
25	Engines	Appropriate Airworthiness requirements are defined (e.g. a Certification Standard including associated Guidance Materiel or Acceptable Means of Compliance and Design Safety Objectives).				
26	Propellers	Appropriate Airworthiness requirements are defined (e.g. a Certification Standard including associated Guidance Materiel or Acceptable Means of Compliance and Design Safety Objectives).				

QS 1.2	TYPE SPECIFIC AW REGULATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
27	Auxiliary Power Units	Appropriate Airworthiness requirements are defined (e.g. a Certification Standard including associated Guidance Materiel or Acceptable Means of Compliance and Design Safety Objectives).				
28	The Objectives, Regulatory Functions & Safety Policies of the Regulator are Clearly Defined.	The purpose of the regulatory organisation, as a functional body including its obligations to state, or collaborative legislation and, links to industry, service providers and other stakeholders is documented. This should contain in high level statements; objectives, scope of regulation and responsibilities, its functions and safety policies				
29	Organisation approvals and privileges are Granted and Maintained.	The regulator has processes and procedures to ensure that personnel and organisations performing an Airworthiness activity meet the established requirements before they are allowed to exercise the privileges of a licence, certificate, authorisation and / or approval to conduct the relevant aviation activity.				
30	Aircraft Production - Conformity to Design	The regulator will develop procedures to ensure that each aircraft, including parts manufactured by sub-contractors, conforms to the approved design.				
31	Parts Production	The production of parts manufactured under the design approval shall ensure that the parts conform to the approved design.				
32	Production Control	Production control When approving production of aircraft or aircraft parts, the regulator shall ensure that it is performed in a controlled manner including the use of a quality system so that construction and assembly are satisfactory.				
33	Traceability	Traceability Records shall be maintained such that the identification of the aircraft and of the parts with their approved design and production can be established.				

QS 1.2	TYPE SPECIFIC AW REGULATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
34	Approval of design organisation is granted.	The Regulator has adopted or defined procedures to authorise a design organisation to conduct defined task(s).				
35	Approval of training organisation is granted.	The regulator has adopted or defined procedures to authorise a training organisation to conduct defined task(s).				
36	Approval of maintenance organisation is granted.	The regulator has adopted or defined procedures to authorise a maintenance organisation to conduct defined task(s).				
37	Approval of Continued Airworthiness Organisation is granted.	The regulator has adopted or defined procedures to authorise a continued Airworthiness organisation to conduct defined task(s).				
38	Approval of Flight Test Organisation (unless covered within Production, Maintenance/CAMO or Design Organisation).	The regulator has adopted or defined procedures to authorise a Flight Test organisation to conduct defined task(s).				
39	Measures and Resources to Maintain / Develop Competencies Are in Place	Procedures and appropriate financial provision to facilitate the initial and recurrent training of staff commensurate with their duties, domain and potential development in accordance with defined competency requirements and succession planning, must be in place.				
40	Staff Competencies are Periodically and Appropriately Measured	Procedures are in place to periodically measure staff competencies commensurate with the requirements of their duties.				

QS 1.2	TYPE SPECIFIC AW REGULATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
41	Competency Requirements Are Clearly Defined	The competency requirements (experience, training, qualifications and behavioural characteristics) must be clearly defined for the roles and responsibilities to be undertaken, within the associated domains. If the task requires a collaboration of personnel with the required domain knowledge then this should also be defined The technical personnel should be as least as qualified as personnel to be supervised, or of the personnel to be assessed. Competency requirements should be periodically assessed to ensure that they maintain an appropriate level commensurate with changes in technology and / or regulation.				
42	Inspection form or checklists	Are the inspection forms or checklists adequate and do they cover all main aspects reviewed during the approval process?				
43	Procedures and delegation authorizations	Has the airworthiness authority ensured that sufficient authority has been delegated to the level of auditors to carry out airworthiness audits as provided for in the regulations?				
44	TC holder	What happens to a TC if the current TC holder can no longer administer it?				
45	Certification	Has the airworthiness authority established procedures for the approval of Supplemental Type Certifications (STC), Amended Type Certifications, or re-issuance of Type Certifications?				
46	Review import requirements	Does the airworthiness authority have special requirements for imported aircraft or aeronautical products?				
47	STC or TC maintenance	What happens if a particular STC or TC holder goes out of business? Who is responsible for maintenance of the STC or TC?				

QS 2.1	MANAGEMENT OF AW AND SAFETY					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
1	Organisation	Please demonstrate that the roles and responsibilities of the Organisation, responsible for the certification of the aircraft, are clearly defined, established, documented, implemented, maintained, and promulgated throughout the organisation. Please also explain the structure and the operation of the interfaces with the other relevant organisations.				
2	Organisation	Please explain what processes and procedures relating to certification and aircraft clearance have been selected and developed for the RTSA Organisation (Release to Service Authority), responsible for the certification of the aircraft, and that these processes are clearly defined, established, documented, implemented, maintained, and promulgated throughout the organisation.				
3	Organisation	How does the Organisation, responsible for the certification of the aircraft, ensure that it has sufficient and appropriate resource to perform the roles and responsibilities allocated to it?				
4	Organisation	How does the Organisation, responsible for the certification of the aircraft, ensure that its staff are competent to carry out their roles and responsibilities? What training is provided to bridge any competence gaps?				
5	Organisation	How does the RTSA Organisation, responsible for the certification of the aircraft, ensure that its staff have delegated authority to authorise flying as required, and that this authority has been established, documented, implemented, maintained, and promulgated throughout the organisation.				

QS 2.1	MANAGEMENT OF AW AND SAFETY					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
6	Safety Management System	How does the RTSA Organisation, responsible for the certification of the aircraft, ensure that the Safety Case encompasses all aspects of aircraft operating and that it is presents a structured argument supported by a body of evidence that provides a compelling, comprehensible and valid case that the system is safe for its given application and environment?				
7	Safety Management System	How does the RTSA Organisation, responsible for the certification of the aircraft, ensure that the Safety Case encompasses all operational risks and hazards and that these are logged, assessed, reviewed, mitigated and managed including their cause-hazard-accident sequence, and reduced to a level at which they are assessed as tolerable or ALARP?				
8	Safety Management System	How does the RTSA Organisation, responsible for the certification of the aircraft, ensure that all Health, Safety and Environmental (H,S and E) risks have been captured, assessed, mitigated and managed, and reduced to a level at which they are assessed as tolerable or ALARP?				
9	Safety Management System	How does the RTSA Organisation, responsible for the certification of the aircraft, ensure that the certified clearance and the Safety Case are maintained, aligned, integrated and subject to independent review and that only aircraft operations that are within the approved safety case are authorised?				

QS 2.1	MANAGEMENT OF AW AND SAFETY					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
10	Safety Management System	Please explain how the Interfaces between the RTSA Organisation, responsible for the certification of the aircraft, and the Operator, relating to the Safety Management System, are appropriate and coherent.				
11	Information Management	Please explain what processes and procedures are used by the RTSA Organisation responsible for the certification of the aircraft, to ensure the general control of documents and information, including that held electronically? What procedures are adopted for capturing, filtering, handling, storing, archiving, retrieving, and safeguarding information? Specifically, how is the information identified as airworthiness or safety related, how is it classified and protected, what particular procedures are applied to it and for how long are the records maintained?				
12	Requirements and process applied to confirm compliance	If the airworthiness authority accepts an aircraft type certificated by another airworthiness authority based on the design code used by that airworthiness authority, has the airworthiness authority established provisions to ensure full compliance with its regulations?				

QS 2.1	MANAGEMENT OF AW AND SAFETY					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
13	1. Adequacy of the code of design standards applied and their amendment status 2. Acceptability of any waivers or variations granted by the airworthiness authority of the design 3. Suitability of any special conditions specified and certified by the airworthiness authority of the design 4. Adequacy of type design with regard to specified requirements, operating conditions and airworthiness philosophies of the importing airworthiness authority 5. Adequacy of procedures for the issuance of Cert of Airw	Have procedures for the validation of TCs issued by other aviation authorities been established?				
14	Internal and external auditing policy and processes. Audit plan. Audit program. Questionnaires	Does the organization conduct audits as part of their quality assurance policy? Are these audits process based, or are they evaluation of process products? Are there questionnaires and documented procedures for these audits?				

QS 2.1	MANAGEMENT OF AW AND SAFETY					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
15	Audit training	How does the organization determine what to audit, who will conduct the audits, and when? What is the audit schedule? How is frequency of audits determined? Are auditors trained in the processes they audit, and the audit process itself?				
16	Internal and external auditing policy and processes. Audit plan. Audit program. Recording, reporting, solving & follow up documentation of audit findings	How are audit results recorded and analyzed, how are preventive and corrective measures taken, and how is it verified that the measures are effective?				
17	External auditing policy and processes. External quality management certification, e.g. AS9100, ISO9000 or governmental accreditation, etc.	Does the organization's Quality Management System comply with an Industry Quality Standard (AS9100 or ISO9000)? Is compliance with the standard monitored by an outside agency? Does the organization hold any process or quality certificate (NADCAP, etc)? If so, indicate the applicable standard, the body issuing the certificate, and the means of external monitoring. Please provide a copy of the certificate(s) and recent findings from independent audits.				
QS 2.2	PROJECT TEAM TYPE CONTINUING AIRWORTHINESS MANAGEMENT					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
1	Safety Management	An Airworthiness Strategy, ALARP principles, and approvals are established, documented, implemented, maintained, and promulgated throughout the organisation				
2	Safety Management	The project safety criteria, including the project safety targets derived from the overall design criteria are established, documented, implemented, maintained, and promulgated throughout the organisation				

QS 2.2	PROJECT TEAM TYPE CONTINUING AIRWORTHINESS MANAGEMENT					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
3	Safety Management	A Safety Management System (SMS), which encompasses airworthiness, is established, documented, implemented, maintained, and promulgated throughout the organisation				
4	Safety Management	A hazard analysis and risk management system is an integral part of the SMS; in particular a Hazard Risk Index (HRI) is used to help manage safety and airworthiness				
5	Safety Management	A Safety Management Plan (SMP) is established, documented, implemented, maintained, and promulgated throughout the organisation and integrated throughout the project's lifecycle, or integrated into through-life management plan, as appropriate, and is subject to feedback and review.				
6	Safety Management	The ongoing Type and individual aircraft systems and structural integrity is competently managed				
7	Safety Management	Project Staff responsibilities are defined and documented and aligned with each element of the SMS.				
8	Safety Management	The Safety Management System is subject to regular internal and external surveillance/assessment/review to ensure any actual or potential non-compliances are identified and corrected				
9	Safety Management	Independent oversight arrangements have been identified, established, documented, and are maintained whereby independent experts are appointed to oversee the process and the system				
10	Safety Management	Processes for safety analysis are established, documented, implemented, maintained, and promulgated throughout the organisation				
11	Safety Management	The safety analysis is carried out and level of Airworthiness achieved meets the design criteria				
12	Safety Management	The Design and Continued Safety Arrangements are considered to be satisfactory				
13	Safety Management	The Safety Case is developed, documented, reviewed and maintained				

QS 2.2	PROJECT TEAM TYPE CONTINUING AIRWORTHINESS MANAGEMENT					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
14	Safety Management	Design Changes are assessed for safety, airworthiness and environmental impacts and the Safety Case, aircraft documentation set, and aircraft clearance/release are amended accordingly				
15	Safety Management	Interim clearances are assessed and reviewed for safety and airworthiness impacts				
16	Safety Management	An Environmental Management Plan is established, documented, implemented, maintained, and promulgated throughout the organisation				
17	Safety Management	Feedback from, and engagement with, the Stakeholder community (designer, manufacturer, operator, maintainer) on all matters relating to safety, airworthiness, and environmental issues, including the effectiveness of the SMS, is satisfactory				
18	Safety Management	Personnel delivering the SMS have the relevant delegated authorities and the necessary competencies and receive appropriate training to maintain their competence				
19	Safety Management	Safety, airworthiness and environmental requirements are flowed down into the Supply Base				
20	Organisation	The Project's Organisational arrangements are established, documented, implemented, maintained, and promulgated throughout the organisation				
21	Organisation	Project specific standards, processes, guidelines and procedures are established, documented, implemented, maintained, and promulgated throughout the organisation				
22	Organisation	Project roles, responsibilities and competencies are established, documented, implemented, maintained, and promulgated throughout the organisation				
23	Organisation	Capital and resources are committed and are sufficient to ensure the successful completion of the project				

QS 2.2	PROJECT TEAM TYPE CONTINUING AIRWORTHINESS MANAGEMENT					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
24	Organisation	The requisite disciplines within the organisation have been appropriately selected and appointed, and are competent,(including design, airworthiness management, production, maintenance, and training)				
25	Organisation	Project personnel are competent to carry out their tasks in accordance with their defined responsibilities and competence requirements and receive the necessary familiarisation and training to maintain their competence				
26	Organisation	Based on the requirements for roles, responsibilities and competence, the Project has identified any requirements for specialist and external resource, and has identified and implemented a plan for satisfying this requirement				
27	Organisation	An audit plan has been established, documented, implemented, maintained, and promulgated throughout the organisation, identifying the full range of internal and external audits that have to be conducted, and these audits are being systematically carried out and the actions and findings being acted upon. In addition, stakeholder feedback and reporting is encouraged, managed and acted upon				
28	Design Certification and Management	Project Team's 'Type Airworthiness Management' arrangements are established, documented, implemented, maintained, and promulgated throughout the organisation				
29	Design Certification and Management	The appropriate design certification regulations and standards for Type are selected				
30	Design Certification and Management	Design responsibilities and privileges for Type are appropriately defined and implemented				
31	Design Certification and Management	Type Certification is granted and arrangements are in place to ensure the continued validity of the Type Certificate				
32	Design Certification and Management	Project Team's 'Continued Airworthiness Management' arrangements are established, documented, implemented, maintained, and promulgated throughout the organisation				
33	Design Certification and Management	The documentation and documentary evidence releasing the aircraft into service is developed and maintained				

QS 2.2	PROJECT TEAM TYPE CONTINUING AIRWORTHINESS MANAGEMENT					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
34	Design Certification and Management	The enduring design and development arrangements are appropriate and implemented				
35	Design Certification and Management	The Project has addressed the management of Air System Training simulators and the use of synthetic environment as an integral part of the Type air system clearance				
36	Information Management	An Information Management strategy and implementation plan for capturing, filtering, handling, storing, archiving, retrieving, and safeguarding of both critical, safety, airworthiness and project information (eg aircraft document set) and non-critical project and general information has been established, documented, implemented, maintained, and promulgated throughout the organisation (Including electronic and digital data management)				
37	Configuration Management	An enduring Configuration Management System is established, documented, implemented, maintained, and promulgated throughout the organisation				
38	Production	The Project's Production control arrangements are defined established, documented, implemented, maintained, and promulgated throughout the organisation				
39	Maintenance	Servicing and maintenance arrangements are established, documented, implemented, maintained, and promulgated throughout the organisation				
40	Maintenance	The Project has addressed the management of scheduled and unscheduled maintenance, repairs and the deferment of maintenance and its impact on safety and airworthiness				
QS 2.3	MANAGEMENT OF FLYING OPERATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
1	Flight Test & Flying Regulation	Who has regulatory responsibility for the safe and efficient conduct of Military flying (including Navy and Army department)?				

QS 2.3	MANAGEMENT OF FLYING OPERATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
2	Flight Test & Flying Regulation	Describe the framework and structure of the flying operations regulatory organisation. Explain how the Navy and Army department regulator interfaces with other relevant flying regulatory organisations.				
3	Organisation	How are the roles and responsibilities of the flying operations regulatory organisation defined, established, documented, implemented, maintained, and promulgated throughout the organisation?				
4	Flight Test & Flying Regulation	Which documents and standards outline the regulations for Navy and Army department operations, including flying activities for certification, operational test and evaluation and training? Do any civilian regulatory documents (eg FAA publications) have overriding authority?				
5	Flight Test & Flying Regulation	How are platform specific flying operations regulations documented.				
6	Organisation	Which documents describe the structure and organisation of the extant Aviation Safety Management System?				
7	Organisation	What Quality Assurance (QA) management system is in place to ensure the flying operations regulatory personnel remain competent to carry out their roles? What training is provided to bridge any competence gaps?				
8	Organisation	Within the Flying Operations Regulatory organisation, what management system is in place for Stakeholder feedback and reporting? How is that feedback managed and acted upon?				

QS 2.3	MANAGEMENT OF FLYING OPERATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
9	Organisation	Describe the Military flight operations Aviation Safety Management organisation.				
10	Flight Test & Flying Regulation	Describe the Military Aircraft Post Crash Management organisation (at command and unit level).				
11	Organisation	Describe how the Flying Operations Regulatory, Management and Delivery organisations ensures that they have sufficient, appropriately qualified and competent staff to perform the roles and responsibilities allocated to it?				
12	Flight Test & Flying Regulation	Who owns and is responsible for producing the Aircraft Document Set (ADS); how is the ADS updated, and what review cycle is applied to it?				
13	Flight Test & Flying Regulation	How does the flying operations management organisation inspect and audit organisations conducting military flight operations to ensure they are complying with the promulgated regulations?				
14	Organisation	Describe the organisational structure, roles and responsibilities of Military organisation involved in flight operations.				
15	Flight Test & Flying Regulation	Describe how a Military flight operations organisation is certified as ready (safe) to perform the roles and flying activities it is intended to perform.				
16	Flight Test & Flying Regulation	How are Military flights supervised and authorised?				
17	Organisation	Describe how a Military flight operations management organisation is provided with sufficient, appropriately qualified, experienced and competent staff to perform the roles and responsibilities it is authorised to carry out.				
18	Organisation	Describe how a Military flight maintenance organisation has sufficient, appropriately qualified, experienced and competent staff to maintain the aircraft in an airworthy condition.				

QS 2.3	MANAGEMENT OF FLYING OPERATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
19	Organisation	Describe the Military processes and procedures that determine the minimum level of airfield facilities and infrastructure needed for a given range of flight operations, in particular; Air Traffic Control, crash, fire, accident, medical services, etc				
QS 3.1	MAINTENANCE TRAINING ORGANISATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
1	Master Question	The Maintenance Training Organisation is Competent - The Maintenance Training Organisation's structure and procedures are satisfactory, the staff are competent and the Maintenance Training Assurance system is satisfactory				
2	Organisation	The roles and responsibilities of the Maintenance Training Organisation are clearly defined, established, documented (in an 'Exposition'), implemented, maintained, and promulgated throughout the Organisation. The structure and operation of the interfaces with the other relevant organisations, including suppliers and subcontractors, is similarly defined.				
3	Organisation	Processes and procedures underpinning the roles and responsibilities have been selected and developed for the Maintenance Training Organisation. These processes and procedures have been approved and are demonstrated to be sufficient, effective and clearly defined, established, documented, implemented, maintained and promulgated throughout the Organisation.				
4	Organisation	The Organisational Structure of the Maintenance Training Organisation is defined, established, documented, implemented, maintained, promulgated and demonstrated to satisfactorily discharge the roles and responsibilities placed on it.				

QS 3.1	MAINTENANCE TRAINING ORGANISATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
5	Organisation	The Maintenance Training Organisation has sufficient, appropriately qualified, experienced and competent staff to perform the roles and responsibilities required of it. Training programs exist to bridge any competency gaps, and training staff are kept up to date with the latest technology and techniques.				
6	Organisation	The Maintenance Training Organisation has its authority delegated by the Regulator as detailed in its 'Exposition'. The 'Exposition' defines and limits the scope of its authority in terms of subject aircraft types, locations, subcontractors, facilities, tasks and training courses. The 'Exposition' is kept up to date and approved by the Regulator. The Maintenance Training Organisation ensures that its staff have delegated authority to conduct and approve various tasks as required, and that this authority has been established, documented, implemented, maintained, and promulgated throughout the organisation.				
7	Organisation	Adequate facilities are provided, either in-house or by sub-contract, appropriate for all planned work, including office accommodation, ensuring environmental protection and a working environment that is appropriate for the personnel and the task. Classrooms, workshops, library and office accommodation are all adequately equipped for the benefit of student and instructor alike. All course material is satisfactory, and covers the required basic and type-specific maintenance topics				
8	Organisation	The Organisation-wide Quality Management System has been defined, established, documented, implemented, maintained, and promulgated throughout the organisation, and has been demonstrated to be satisfactory.				

QS 3.1	MAINTENANCE TRAINING ORGANISATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
9	Organisation	An audit plan has been established, documented, implemented, maintained, and promulgated throughout the organisation, identifying the full range of internal and external audits that have to be conducted, and these audits are being systematically carried out and the actions and findings are being acted upon. Stakeholder feedback and reporting is encouraged, managed and acted upon.				
10	Organisation	Data is collected and analysed and actions put in place in support of the continuous improvement of, and the corrective and preventative action for, the Quality Management System, the Information Management System and the Health, Safety and Environmental Management System.				
11	Information Management	Processes and procedures are used by the Maintenance Training Organisation to ensure the satisfactory control of documents and information, including that held electronically. Procedures are adopted for handling, storing, archiving, retrieving, and safeguarding information, and for ensuring that it is at the correct issue status, reflecting the appropriate design configuration for any given task. All student training and examination records are held securely.				
12	Supplier Management	Processes and procedures are used to control and manage the various Supplier and Subcontractor Organisations and the Project's requirements are flowed down to these organisations. These Supplier and Subcontractor Organisations are demonstrated to be compliant and providing compliant materiel (goods and services).				

QS 3.1	MAINTENANCE TRAINING ORGANISATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
13	Health, Safety and Environmental Management System	The Maintenance Training Organisation ensures that all Health, Safety and Environmental (H, S and E) related policies and legislation are understood through induction and training, promulgated throughout the organisation, and that a suitable reporting system has been implemented and a responsible owner appointed. The Maintenance Training Organisation ensures that all H,S and E risks have been captured, assessed, mitigated and managed, and reduced to a level at which they are assessed as tolerable and As Low As Reasonably Practicable (ALARP).				
14	Training Management	The Maintenance Training Organisation has appointed a manager who has corporate accountability for the organisation and ensures that all training commitments can be financed and resourced and carried out to the required standards, and that the organisation as a whole is compliant with the required standards as directed by the Regulator.				
15	Training Management	The Maintenance Training Organisation ensures that the Regulator-approved basic and type specific training courses are defined and listed, and comprise both knowledge and practical training, assessment and examination, and that the training is comprehensive and meets the appropriate standards, producing competent maintainers. Training is carried out in accordance with Regulator-approved training standards				
16	Training Management	The Training assurance system is satisfactory. All training course material is satisfactory and based on the required standards. The security of all examination questions is ensured, and any misconduct on the part of any student or examiner will be dealt with by disqualification, and recorded for consideration during subsequent audits.				

QS 3.2	MAINTENANCE ORAGANISATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
1	Master Question	The Maintenance Organisation is Competent - The Maintenance Organisation's structure and procedures are satisfactory, the staff are competent and the Maintenance Assurance system is satisfactory				
2	Organisation	The roles and responsibilities of the Maintenance Organisation are clearly defined, established, documented (in an 'Exposition'), implemented, maintained, and promulgated throughout the Organisation. The structure and operation of the interfaces with the other relevant organisations, including suppliers and subcontractors, is similarly defined.				
3	Organisation	Processes and procedures underpinning the roles and responsibilities have been selected and developed for the Maintenance Organisation. These processes and procedures have been approved and are demonstrated to be sufficient, effective and clearly defined, established, documented, implemented, maintained, and promulgated throughout the Organisation.				
4	Organisation	The Organisational Structure of the Maintenance Organisation is defined, established, documented, implemented, maintained, and promulgated, and demonstrated to satisfactorily discharge the roles and responsibilities placed on it.				

QS 3.2	MAINTENANCE ORAGANISATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
5	Organisation	The Maintenance Organisation has sufficient, appropriately qualified, experienced and competent staff to perform the roles and responsibilities required of it. Training programs exist to bridge any competency gaps.				
6	Organisation	The Maintenance Organisation has its authority delegated by the Regulator as detailed in its 'Exposition'. The 'Exposition' limits the scope of its authority in terms of aircraft types, locations, subcontractors, facilities, and tasks. The 'Exposition' is kept up to date and approved by the Regulator. The Maintenance Organisation ensures that its staff have delegated authority to conduct and approve various tasks as required, and that this authority has been established, documented, implemented, maintained, and promulgated throughout the organisation.				
7	Organisation	The Organisation-wide Quality Management System has been defined, established, documented, implemented, maintained, and promulgated throughout the organisation, and has been demonstrated to be satisfactory.				
8	Organisation	An audit plan has been established, documented, implemented, maintained, and promulgated throughout the organisation, identifying the full range of internal and external audits that have to be conducted, and these audits are being systematically carried out and the actions and findings are being acted upon. Stakeholder feedback and reporting is encouraged, managed and acted upon.				

QS 3.2	MAINTENANCE ORAGANISATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
9	Organisation	Data is collected and analysed and actions put in place in support of the continuous improvement of, and the corrective and preventative action for, the Quality Management System, the Information Management System and the Safety Management System.				
10	Information Management	Record keeping processes and procedures are used by the Maintenance Organisation to ensure the satisfactory control of documents and information, including that held electronically. Procedures are adopted for capturing, filtering, handling, storing, archiving, retrieving, and safeguarding information. Information identified as airworthiness or safety related, is categorised and protected appropriately and those records maintained for the life of the aircraft.				
11	Information Management	Maintenance Recording (aircraft log book, maintenance and history) measures used by the Maintenance Organisation ensure that the aircraft's Maintenance records, and maintenance data, including certificates of maintenance, maintenance work orders, drawings, and parts lists, are appropriately recorded, maintained, kept up to date, approved, stored, and readily available when required.				
12	Supplier Management	Processes and procedures are used to control and manage the various Supplier and Subcontractor Organisations and the Project's requirements are flowed down to these organisations. These Supplier and Subcontractor Organisations are demonstrated to be compliant, and providing compliant materiel (goods and services).				

QS 3.2	MAINTENANCE ORAGANISATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
13	Safety Management System	The Safety Management System (SMS) encompasses airworthiness and flight safety and has been established, documented, implemented, maintained, and promulgated throughout the organisation. The Personnel delivering the SMS have the relevant delegated authorities and the necessary competencies and receive appropriate training to maintain their competence. (Hazard analysis and risk management system are integral parts of the SMS. A Hazard Risk Index (HRI) is used to help manage safety and airworthiness).				
14	Safety Management System	A Safety Management Plan (SMP) has been established, documented, implemented, maintained, and promulgated throughout the organisation and integrated throughout the Project's lifecycle, or integrated into through-life management plan, as appropriate, and is subject to feedback and review. The Plan includes relevant processes and procedures and interfaces.				
15	Safety Management System	The Safety Management System is subject to regular internal and external surveillance/assessment/reviews to ensure any actual or potential non-compliances are identified, corrected and prevented in the future.				
16	Safety Management System	The Maintenance Organisation ensures that all Health, Safety and Environmental (H,S and E) related policies and legislation are understood through induction and training, promulgated throughout the organisation, and that a suitable reporting system has been implemented and a responsible owner appointed. The Maintenance Organisation ensures that all H,S and E risks have been captured, assessed, mitigated and managed, and reduced to a level at which they are assessed as tolerable and As Low As Reasonably Practicable (ALARP).				

QS 3.2	MAINTENANCE ORAGANISATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
17	Maintenance Management	The Maintenance Organisation controls maintenance through the establishment of comprehensive, validated, controlled and documented plans, processes, procedures, work instructions and work recording systems which include in-process verification points, where maintenance is carried out under controlled conditions. Any new faults or issues identified or incomplete maintenance work order identified shall be advised for the purpose of gaining approval to complete the work. A certificate of maintenance is issued at the completion of any maintenance action, at aircraft or component level, recording any shortfalls in the work.				
18	Maintenance Management	The Maintenance Organisation has a maintenance planning system, appropriate to the amount and complexity of work, able to plan the availability of all necessary personnel, tools, equipment, material, maintenance data and facilities in order to ensure the safe completion of the maintenance work. Maintenance planning takes account of human performance limitations, and procedures exist to ensure the satisfactory handover of tasks between personnel and shifts.				
19	Maintenance Management	The Maintenance Organisation ensures that any changes to the maintenance processes are approved where necessary, implemented by authorised personnel, do not adversely impact on product quality, performance and specification, and are suitably validated, documented and implemented under procedural control				
20	Maintenance Management	Adequate facilities are provided, either in-house or by sub-contract, appropriate for all planned work, including office accommodation, ensuring environmental protection and a working environment that is appropriate for the personnel and the task. Specialised workshops and bays are segregated to protect against environmental and work area contamination				

QS 3.2	MAINTENANCE ORAGANISATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
21	Maintenance Management	The aircraft and all associated components (the Product) are managed to ensure they are properly qualified, having met their specified requirements, passed first article inspection, production acceptance testing, conformity testing, and that test data, records and approvals are maintained. Components are classified, segregated and records maintained accordingly. Life components are controlled and managed within their specified lives. Non-conforming, scrap, and unserviceable and life-expired components are withdrawn and suitably dispositioned, corrective and preventive action instigated, components destroyed and appropriate records maintained.				
22	Maintenance Management	The Maintenance Organisation has clearly defined, established, documented, implemented, maintained, and promulgated processes and procedures in place to feedback and report any issues found during maintenance. The feedback must include the Regulator, Technical Airworthiness Authority, Design Organisation and if necessary the Operator. Any condition of the aircraft, or any associated component that is identified, that has or may result in an unsafe condition that hazards seriously flight safety is reported. Such Occurrences are captured in a formal reporting system, which facilitates comprehensive reporting, data analysis, and corrective and preventative action				
23	Maintenance Management	The Maintenance Organisation ensures that suitable measures have been applied to any component used in maintenance such that it can be identified, and traced through life, and is subject to configuration control and accordingly documented				

QS 3.2	MAINTENANCE ORAGANISATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
24	Maintenance Management	The Maintenance Organisation ensures that suitable measures have been applied to the aircraft and all associated components such that their conformity is preserved during internal processing and delivery to the intended destination. This includes handling, packaging, storage, and environmental protection. In addition, any components that are the property of the Customer are suitably controlled, documented and safeguarded				
25	Maintenance Management	The Maintenance Organisation ensures that all the necessary maintenance equipment, tools and programs are made available, validated prior to use and maintained, preserved and inspected periodically according to documented procedures				
26	Maintenance Management	The Maintenance Organisation ensures that monitoring and measuring equipment used to validate and confirm the conformity of the Product are suitably managed and controlled, including calibration, storage and protection, maintenance and documentation				
QS 3.3	PRODUCTION ORGANISATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
1	Master Question	The Production Organisation is Competent - The Production Organisation's structure and procedures are satisfactory, the staff are competent and the Production Assurance system is satisfactory				

QS 3.3	PRODUCTION ORGANISATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
2	Organisation	The roles and responsibilities of the Production Organisation are clearly defined, established, documented, implemented, maintained, and promulgated throughout the Organisation. The structure and operation of the interfaces with the other relevant organisations, including suppliers and subcontractors, is similarly defined.				
3	Organisation	Processes and procedures underpinning the roles and responsibilities have been selected and developed for the Production Organisation. These processes and procedures have been approved and are demonstrated to be sufficient, effective and clearly defined, established, documented, implemented, maintained, and promulgated throughout the Organisation.				
4	Organisation	The Organisational Structure of the Production Organisation is defined, established, documented, implemented, maintained, and promulgated, and demonstrated to satisfactorily discharge the roles and responsibilities placed on it.				
5	Organisation	The Production Organisation has sufficient, appropriately qualified, experienced and competent staff to perform the roles and responsibilities required of it. Training programs exist to bridge any competency gaps.				
6	Organisation	The Production Organisation ensures that its staff have delegated authority to conduct and approve various tasks as required, and that this authority has been established, documented, implemented, maintained, and promulgated throughout the organisation. Senior management is ultimately responsible for establishing the design and development policy and for the decisions concerning the initiation, development and implementation of that policy.				
7	Organisation	The Organisation-wide Quality Management System has been defined, established, documented, implemented, maintained, and promulgated throughout the organisation, and has been demonstrated to be satisfactory.				

QS 3.3	PRODUCTION ORGANISATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
5	Organisation	The Production Organisation has sufficient, appropriately qualified, experienced and competent staff to perform the roles and responsibilities required of it. Training programs exist to bridge any competency gaps.				
6	Organisation	The Production Organisation ensures that its staff have delegated authority to conduct and approve various tasks as required, and that this authority has been established, documented, implemented, maintained, and promulgated throughout the organisation. Senior management is ultimately responsible for establishing the design and development policy and for the decisions concerning the initiation, development and implementation of that policy.				
7	Organisation	The Organisation-wide Quality Management System has been defined, established, documented, implemented, maintained, and promulgated throughout the organisation, and has been demonstrated to be satisfactory.				
9	Organisation	Data is collected and analysed in support of the continuous improvement of, and the corrective and preventative action for, the Quality Management System, the Information Management System, the Configuration Management System, and the Safety Management System.				

QS 3.3	PRODUCTION ORGANISATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
10	Information Management	Processes and procedures are used by the Production Organisation to ensure the satisfactory control of documents and information, including that held electronically. Procedures are adopted for capturing, filtering, handling, storing, archiving, retrieving, and safeguarding information. Information identified as airworthiness or safety related, is categorised and protected appropriately and those records maintained for the life of the aircraft. Due consideration is given to Non-Disclosure Agreements, Technical Assistance Agreements and International Traffic of Arms Regulations (ITAR) constraints				
11	Information Management	Specifically, the Production Organisation has ensured that the aircraft's production and build records, including build standard deviations, are appropriately recorded, maintained, approved and stored				
12	Configuration Management	The Configuration Management System has been established, documented, implemented, maintained, and promulgated throughout the organisation. The Configuration Management system covers the full breadth of the product lifecycle, ensuring full traceability from specification through to the as-maintained product.				
13	Supplier Management	Processes and procedures are used to control and manage the various Supplier and Subcontractor Organisations and the Project's requirements are flowed down to these organisations. These Supplier and Subcontractor Organisations are demonstrated to be compliant, and providing compliant materiel (goods and services).				

QS 3.3	PRODUCTION ORGANISATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
14	Safety Management System	The Safety Management System (SMS) encompasses airworthiness and flight safety and has been established, documented, implemented, maintained, and promulgated throughout the organisation. The Personnel delivering the SMS have the relevant delegated authorities and the necessary competencies and receive appropriate training to maintain their competence. (Hazard analysis and risk management system are integral parts of the SMS. A Hazard Risk Index (HRI) is used to help manage safety and airworthiness).				
15	Safety Management System	A Safety Management Plan (SMP) has been established, documented, implemented, maintained, and promulgated throughout the organisation and integrated throughout the Project's lifecycle, or integrated into through-life management plan, as appropriate, and is subject to feedback and review.				
16	Safety Management System	The Safety Management System is subject to regular internal and external surveillance/assessment/reviews to ensure any actual or potential non-compliances are identified, corrected and prevented in the future.				
17	Safety Management System	The Production Organisation ensures that all Health, Safety and Environmental (H,S and E) related policies and legislation are understood through induction and training, promulgated throughout the organisation, and that a suitable reporting system has been implemented and a responsible owner appointed. The Production Organisation ensures that all H,S and E risks have been captured, assessed, mitigated and managed, and reduced to a level at which they are assessed as tolerable or As Low As Reasonably Practicable (ALARP).				
18	Production Management	The Production Organisation controls production through the establishment of comprehensive, validated and documented plans, processes and work instructions, which include in-process verification points, where production is carried out under controlled conditions. The same controls are applied where the Production Organisation carries out servicing work.				

QS 3.3	PRODUCTION ORGANISATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
19	Production Management	The Production Organisation ensures that any changes to the production processes are approved where necessary, carried out by authorised personnel, do not adversely impact on product quality, performance and specification, and are suitably documented				
20	Production Management	Documented arrangements are in place between the Design and Production Organisations to ensure that the Product (aircraft components and the aircraft itself) is built in accordance with the design specifications. Any difficulties in meeting the design are formally advised and the conclusions documented.				
21	Production Management	Adequate facilities exist, either in-house or by sub-contract, for the qualification, compliance and type approval testing, and subsequent certification of design output.				
22	Production Management	The Product is managed to ensure it is properly qualified, having met its specified requirements, passed first article inspection and production acceptance testing, and that non-conforming products are withdrawn and suitably dispositioned, corrective and preventive action instigated, and appropriate records maintained.				
23	Production Management	The Production Organisation ensures that suitable measures have been applied to the Product such that it can be identified, and traced through life, and is subject to configuration control and accordingly documented				
24	Production Management	The Production Organisation ensures that suitable measures have been applied to the Product such that its conformity is preserved during internal processing and delivery to its intended destination. This includes handling, packaging, storage, and environmental protection. In addition, any components that are the property of the customer will be suitably controlled, documented and safeguarded				

QS 3.3	PRODUCTION ORGANISATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
25	Production Management	The Production Organisation ensures that all production equipment, tools and programs are validated prior to use and maintained and inspected periodically according to documented procedures				
26	Production Management	The Production Organisation ensures that monitoring and measuring equipment used to validate and confirm the conformity of the Product are suitably managed and controlled, including calibration, storage and protection, maintenance and documentation				
QS 3.4	CONTINUED AW MANGEMENT ORGANISATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
1	Master Question	The Continued Airworthiness Management Organisation (CAMO) is competent				
2	Organisation	The roles and responsibilities of the Continued Airworthiness Management Organisation (CAMO) are clearly defined, established, documented, implemented, maintained, and promulgated throughout the Organisation. The structure and operation of the interfaces with the other relevant organisations, including suppliers and subcontractors, is similarly defined. Engagement with the Regulatory, Delivery and Management organisations is also similarly defined and implemented. The CAMO is approved to carry out its roles and responsibilities by the Regulator.				

QS 3.4	CONTINUED AW MANGEMENT ORGANISATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
3	Organisation	Processes and procedures relating to the continuing management of airworthiness have been selected and developed for the CAMO. These processes and procedures are demonstrated to be sufficient, effective and clearly defined, established, documented, implemented, maintained, and promulgated throughout the Organisation.				
4	Organisation	The Organisational Structure of the CAMO is defined, established, documented, implemented, maintained, and promulgated, and demonstrated to satisfactorily discharge the roles and responsibilities placed on it.				
5	Organisation	The CAMO has sufficient, appropriately qualified, experienced and competent staff to perform the roles and responsibilities required of it. Training programs exist to bridge any competency gaps.				
6	Organisation	The CAMO ensures that its staff have delegated authority to conduct and approve various tasks including formal Airworthiness Reviews as required, and that this authority has been established, documented, implemented, maintained, and promulgated throughout the organisation.				
7	Organisation	The Organisation-wide Quality Management System has been defined, established, documented, implemented, maintained, and promulgated throughout the organisation, and has been demonstrated to be satisfactory.				
8	Organisation	An audit plan has been established, documented, implemented, maintained, and promulgated throughout the organisation, identifying the full range of internal and external audits that have to be conducted, and these audits are being systematically carried out and the actions and findings are being acted upon. Stakeholder feedback and reporting is encouraged, managed and acted upon. Data is collected and analysed in support of continuous improvement of the quality, information, configuration, and safety management systems.				

QS 3.4	CONTINUED AW MANGEMENT ORGANISATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
9	Information Management	Processes and procedures are used by the CAMO to ensure the satisfactory control of documents and information, including that held electronically. Procedures are adopted for capturing, filtering, handling, storing, archiving, retrieving, and safeguarding information. Information identified as airworthiness or safety related, is categorised and protected appropriately and those records maintained for the life of the aircraft. Due consideration is given to Non-Disclosure Agreements, Technical Assistance Agreements and International Traffic in Arms Regulations (ITAR) constraints.				
10	Information Management	Specifically, the CAMO has ensured that the aircraft's continuing airworthiness records including maintenance records and aircraft technical logs are appropriately stored and maintained				
11	Configuration Management	The Configuration Management System has been established, documented, implemented, maintained, and promulgated throughout the organisation. The design is controlled and supervised and design and development changes are identified and records maintained. The Configuration management system covers the full breadth of the product lifecycle, ensuring full traceability from specification through to the as-maintained product.				
12	Supplier Management	Processes and procedures are used to control and manage the various Supplier and Subcontractor Organisations and the Project's requirements are flowed down to these organisations. These Supplier and Subcontractor Organisations are demonstrated to be compliant, and providing compliant goods and services.				
13	Production	Production components are managed to ensure all components are properly qualified, having satisfied their specified requirements, passed first article inspection, and that non-conforming products are withdrawn and suitably dispositioned, corrective and preventive action instigated, and appropriate records maintained				

QS 3.4	CONTINUED AW MANGEMENT ORGANISATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
14	Safety Management System	A Safety Management Plan (SMP) has been established, documented, implemented, maintained, and promulgated throughout the organisation and integrated throughout the Project's lifecycle, or integrated into through-life management plan, as appropriate, and is subject to feedback and review.				
15	Safety Management System	The Safety Management System (SMS) encompasses airworthiness and flight safety and has been established, documented, implemented, maintained, and promulgated throughout the organisation. The Personnel delivering the SMS have the relevant delegated authorities and the necessary competencies and receive appropriate training to maintain their competence. (Hazard analysis and risk management system are integral parts of the SMS. A Hazard Risk Index (HRI) is used to help manage safety and airworthiness).				
16	Safety Management System	The Safety Management System is subject to regular internal and external surveillance/assessment/reviews to ensure any actual or potential non-compliances are identified, corrected and prevented in the future.				
17	Safety Management System	The CAMO ensures that all Health, Safety and Environmental (H,S and E) related policies and legislation are understood through induction and training, promulgated throughout the organisation, and that a suitable reporting system has been implemented and responsible owner appointed. The CAMO ensures that all H,S and E risks have been captured, assessed, mitigated and managed, and reduced to a level at which they are assessed as tolerable or As Low As Reasonably Practicable (ALARP).				
18	Continued Airworthiness Management	The CAMO has ensured that the approved operator/maintainer will identify and report as soon as practicable any condition or component on the aircraft that hazards seriously the flight safety of the aircraft, and that this condition or component will be rectified before next flight				

QS 3.4	CONTINUED AW MANGEMENT ORGANISATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
19	Continued Airworthiness Management	The CAMO has ensured and confirmed that the approved operator/maintainer, responsible for preserving the continuing airworthiness of the aircraft, has put in place the necessary processes and procedures				
20	Continued Airworthiness Management	The CAMO has ensured that an Airworthiness Review has been satisfactorily completed, supported by a fully documented review of the aircraft records, a physical survey of the aircraft, and a certificate issued, and that the certification is periodically revisited and remains valid for the aircraft to be allowed to fly.				
21	Continued Airworthiness Management	The CAMO has ensured that the Maintenance programme is comprehensive, current, reviewed, approved, remains valid, cognisant of any developing design considerations, and carried out by qualified personnel, in appropriate facilities, with approved tools. The maintenance programme considers, where appropriate, instructions for continuing airworthiness issued by the Design Organisation, instructions issued by the Regulator, and physical inspections of the aircraft by approved organisations such as the Type Airworthiness Authority. A feedback system allows for the system to be continuously improved.				
22	Continued Airworthiness Management	The CAMO has ensured that the all components used for modifications, maintenance and repairs are satisfactory, formally released, under configuration control, maintained, and serviceable. Lifed components are managed accordingly.				
23	Process and documentation	Does the airworthiness authority have an inspection process to check the amendment status of procedures manuals of approved organizations?				

QS 3.5	DESIGN ORGANISATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
1	Master Question	The Design Organisation is competent				
2	Organisation	The roles and responsibilities of the Design Organisation are clearly defined, established, documented, implemented, maintained, and promulgated throughout the Organisation. The structure and operation of the interfaces with the other relevant organisations, including suppliers and subcontractors, and the Production Organisation, is similarly defined.				
3	Organisation	Processes and procedures relating to design have been selected and developed for the Design Organisation. These processess and procedures are demonstrated to be sufficient, and clearly defined, established, documented, implemented, maintained, and promulgated throughout the Organisation.				
4	Organisation	The Organisational Structure is defined, established, documented, implemented, maintained, and promulgated, and demonstrated to satisfactorily discharge the roles and responsibilities placed on it.				
5	Organisation	The Design Organisation has sufficient, appropriately qualified, experienced and competent staff to perform the roles and responsibilities required of it. Training programs exist to bridge any competency gaps.				
6	Organisation	The Design Organisation ensures that its staff have delegated authority to conduct and approve various aspects of the design as required, and that this authority has been established, documented, implemented, maintained, and promulgated throughout the organisation.				

QS 3.5	DESIGN ORGANISATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
7	Organisation	The Organisation-wide Quality Management System has been defined, established, documented, implemented, maintained, and promulgated throughout the organisation, and has been demonstrated to be satisfactory. Due consideration is given to Non-Disclosure Agreements, Technical Assistance Agreements and International Traffic in Arms Regulations (ITAR) constraints.				
8	Organisation	An audit plan has been established, documented, implemented, maintained, and promulgated throughout the organisation, identifying the full range of internal and external audits that have to be conducted, and these audits are being systematically carried out and the actions and findings are being acted upon. Stakeholder feedback and reporting is encouraged, managed and acted upon.				
9	Information Management	Processes and procedures are used by the Design Organisation to ensure the satisfactory control of documents and information, including that held electronically. Procedures are adopted for capturing, filtering, handling, storing, archiving, retrieving, and safeguarding information. Information identified as airworthiness or safety related, is categorised and protected appropriately and those records maintained for the life of the aircraft.				
10	Configuration Management	The Configuration Management System has been established, documented, implemented, maintained, and promulgated throughout the organisation. The design is controlled and supervised and design and development changes are identified and records maintained. The Configuration management system covers the full breadth of the product lifecycle, ensuring full traceability from specification through to the as-maintained product.				

QS 3.5	DESIGN ORGANISATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
11	Supplier Management	Processes and procedures are used to control and manage the various Supplier and Subcontractor Organisations and the Project's requirements are flowed down to these organisations. These Supplier and Subcontractor Organisations are demonstrated to be compliant, and providing compliant goods and services.				
12	Production	Production Planning is carried out, ensuring the use of comprehensive and approved data, and work instructions are used, in-process verification points are defined and changes are controlled and managed.				
13	Safety Management System	An Airworthiness Strategy, As Low As Reasonably Practicable (ALARP) principles, and approvals are established, documented, implemented, maintained, and promulgated throughout the organisation				
14	Safety Management System	The Safety Management System (SMS) encompasses airworthiness and flight safety and has been established, documented, implemented, maintained, and promulgated throughout the organisation.				
15	Safety Management System	Hazard analysis and risk management system are integral parts of the SMS. A Hazard Risk Index (HRI) is used to help manage safety and airworthiness.				
16	Safety Management System	A Safety Management Plan (SMP) has been established, documented, implemented, maintained, and promulgated throughout the organisation and integrated throughout the Project's lifecycle, or integrated into through-life management plan, as appropriate, and is subject to feedback and review.				
17	Safety Management System	The Safety Management System is subject to regular internal and external surveillance/assessment/reviews to ensure any actual or potential non-compliances are identified, corrected and prevented in the future.				

QS 3.5	DESIGN ORGANISATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
18	Safety Management System	Independent oversight arrangements have been identified, established, documented, and are maintained whereby independent experts are appointed to oversee the SMS process and the system.				
19	Safety Management System	The Safety Case is developed, documented, reviewed and maintained. The Safety Case presents a structured argument, supported by a body of evidence, that provides a compelling, comprehensible and valid case that the system is safe for its given application and environment.				
20	Safety Management System	The Personnel delivering the SMS have the relevant delegated authorities and the necessary competencies and receive appropriate training to maintain their competence				
21	Safety Management System	The Design Organisation ensures that the Safety Case encompasses all operational risks and hazards and that these are logged, assessed, reviewed, mitigated, and managed, including their cause-hazard-accident sequence, and reduced to a level at which they are assessed as tolerable or As Low As Reasonably Practicable (ALARP).				
22	Safety Management System	The Design Organisation ensures that all Health, Safety and Environmental (H,S and E) risks have been captured, assessed, mitigated and managed, and reduced to a level at which they are assessed as tolerable or As Low As Reasonably Practicable (ALARP).				

QS 3.5	DESIGN ORGANISATION					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
23	Design Certification & Management	The Design Organisation plans, controls and manages the design of the product. A comprehensive Design Review, Verification and Validation process has been clearly defined, established, documented, implemented, maintained, and promulgated throughout the Organisation				
24	Design Certification & Management	The Design Organisation provides Design Certification in support of trials and evaluation, production deliveries, and as required by the Regulatory Organisation. The Design Certification is supported by a body of evidence, including subsidiary certification, test data, structural integrity data, fatigue type record data, and safety case data				
25	Design Certification & Management	The Design Organisation provides certification for flight trials, pre-production aircraft testing and production aircraft testing, taking account of aircraft configuration, instrumentation, design and flying limitations, and supported by a safety case report				

QS 4.0	ITA PECULIAR					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
1	Weapon System Design Organization (WSDO) formally appointed.	A Weapon System Design Organization (WSDO, aka Prime OEM) shall be nominated, by the Government, to be responsible/accountable for the overall Weapon System Design, its integration/modifications and the supporting technical data; the WSDO functions are (not limited to): - correct design defects, especially impacting on safety, weight and balance, interchangeability/maintainability/reliability/vulnerability characteristics, compatibility with AGE & GFE; - propose technical improvements aiming to: > increase lifetime, > increase overall level of the Weapon System safety, > provide benefits to pilots/maintainers/third party (verflown), > decrease cost of ownership; - formalize list of: >AGE with direct impact on Weapon System safety/airworthiness, > hazardous materials (with instructions for handling and disposals). - ensure the continuous integrity/validity/robustness of the WS Design and supporting tech data. WSDO are formally nominated only after proving to have: - Full access to the whole WS design data (including lower level CIs) - An “adequate” Engineering Organization in place.				

QS 4.0	ITA PECULIAR					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
2	Military Type Certificate Applicant (MTCA)	The Military Type Certificate Applicant (MTCA) is responsible to file, to the Regulator, the application for the Military Type Certificate (MTC). MTCA functions are (not limited to): - demonstration of capability (organization, competence, etc..), by meeting defined eligibility requirements (initial and through-life); - formal application necessary (application to be accompanied by a three-view drawing of aircraft/engine and preliminary basic data, including the proposed operating characteristics and limitations); - perform all inspections and tests necessary to show compliance with the applicable type-certification basis (safety/airworthiness and performance/capabilities) and environmental protection requirements; - allow the Military Authority to: > review any report, > make any inspection, > perform or witness any flight/ground test in order to determine that no feature or characteristic makes the product unsafe for the uses for which Type Certification is requested; - submit formal declaration that all applicable Type-Certification basis (safety/airworthiness and performance/capabilities) and environmental protection requirements have been met. MTCA and WSDO could coincide.				

QS 4.0	ITA PECULIAR					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
3	Military Type Certificate Holder (MTCH) nomination	The Military Type Certificate Holder (MTCH) retains custody of the Military Type Certificate (MTC) and is responsible to ensure its effectiveness. MTCH functions are (not limited to): - have a system for collecting, investigating and analyzing reports of and information related to failures, malfunctions, defects or other occurrences which cause or might cause adverse effects on the continued airworthiness of the products, parts or appliances covered by the MTC; - investigate and report to the Military Authority any failure, malfunction, defect or other occurrences and submit relevant technical recommendation with supporting data; - propose appropriate corrective action or required inspections, or both, and submit details to the Military Authority for approval; - collaborate with the Design/Production Organizations as necessary to ensure: > the satisfactory coordination of Design and Production; > the proper support of the Type continued airworthiness of the products, parts or appliances; - produce, maintain and update master copies of all Manuals required by the applicable Type Certification Basis (safety/airworthiness and performance/capabilities) and environmental protection requirements for the product, and provide copies, on request, to the Military Authority; - ensure that products, parts and appliances are properly identified and marked.				
4	Performance/Capability Verification	Verification of performance/capabilities requirements of the WS Design ("fit for purpose" not "fit for Mission" or OT&E) shall be conducted along with verification of safety/airworthiness requirements ("fit for flight"). Positive completion of performance/capabilities verification (and proper identification of associated waivers/limitations/deviations) is a pre-requisite for the MTC being issued by Regulator.				

QS 4.0	ITA PECULIAR					
	Topic/ Object Heading	**Additional Object Heading Explanation**	**Response**	**Colour**	**Comments and issues**	**Mitigation / Strategic Intent**
5	Non-conforming (NC) products management	Management of production non compliances shall be regulated and documented via concessions and deviations (aka waivers).				
6	Probability Loss Of Aircraft (PLOA) value determination	A cumulative probability of catastrophic events per flight hour due to technical cause shall be provided by the WSDO/MTCA in order to obtain a MTC by Regulator. The PLOA shall conform with a predetermined value range.				