

RA1005 – CONTRACTING WITH COMPETENT ORGANISATIONS

The Seller shall follow the requirements of UK Ministry of Defence Regulatory Article RA1005 for this Purchase Contract. The full extant version of RA1005 is to be referred to by the Seller and is available free of charge on the UK Military Aviation Authority (MAA) government website at the following link:

<https://www.gov.uk/government/publications/regulatory-article-ra-1005-competent-organisations-and-responsibilities>

Sellers and its Sub-Contractors supporting this UK MAA regulated Purchase Contract are responsible for ensuring their activities are carried out by competent Organisations. Not having competent Organisations contracted to carry out these activities may result in a compromised level of Air Safety.

1. The Seller should have a nationally accredited Quality Management System with an appropriate scope for the contracted activity (e.g. ISO 9001 and AS 9100, accredited by the UK Accreditation Service).
2. Where an MAA approval scheme exists and activity falls within its scope, the approval scheme should be contracted to (Maintenance Approved Organisation Scheme (MAOS), Design Approved Organisation Scheme (DAOS), etc.).
3. Where no MAA approval scheme exists, or activity is beyond the scope of the MAA approval scheme, the Buyer should assure themselves of the competency of the Seller and record their decision-making process and assumptions.
4. Any associated Risk to Life should be communicated to the Buyer's Authorized Procurement Representative for appropriate action by the Aviation Duty Holder (ADH) or Accountable Manager.
5. When contracting with intermediate organisations, which do not hold MAA approval, to manage or deliver products or services; in these cases, the organisation performing the activity that is covered by a MAA approval scheme should hold the relevant MAA approval. The intermediate organisation should flow down MAA regulations that are relevant to the organisation performing the activity.

6. Organisations without appropriate Airworthiness approval from the MAA that hold a relevant Airworthiness organisational approval from a foreign Military Airworthiness Authority should check if that foreign Regulator is currently recognized by the MAA.

Design Organisations (DO)

For the procurement of Air Systems (including their Products, Parts and Appliances) and Post-Design Services (PDS), the contracting organisation shall only contract with a competent Design Organisation (DO)

1. The DO should be approved under the Design Approved Organisation Scheme (DAOS).
2. Where a Design Organisation holds a European Aviation Safety Agency (EASA) / Civil Aviation Authority (CAA) Part 21 Subpart J approval, the EASA / CAA approved DO Handbook (DOH) may be submitted together with supporting evidence addressing the differences in regulation.
3. DAOS approval is not required, when:
 - a. For PDS contracts, where the proposed design element of such contracts is limited to holding engineering drawings of equipment or where changes to legacy equipment configuration are not anticipated.
 - b. For equipment contracts involving manufacture and supply, where there is no change to the original design produced by a DAOS approved organisation.

Maintenance Organisations

For the Maintenance of Air Systems (including their Products, Parts and Appliances), the contracting organisation shall only contract with competent Maintenance Organisations.

1. For all Contractor run on-aircraft and off-aircraft maintenance that is carried out on UK Government Property, contracting Organisations should only contract with maintenance Organisations approved under the Maintenance Approved Organisation Scheme (MAOS). MAOS approval should be achieved by demonstration of full compliance with MRP Part 145.
2. For maintenance activities out of the scope of MAOS, the contracting organisation should refer to RA1005 for clarification.

Terms and Conditions

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Effective: 03/21/2025

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3. Contractor run off-aircraft maintenance (components) carried out **off** of UK Government property is beyond the scope of MAOS

4. The MAA recognizes that, where on-Aircraft Maintenance activity is carried out by a civil organisation accredited with the appropriate scope, approved under EASA / CAA Part 145, and where CAA oversight under CAA Civil Aviation Publication (CAP) 562 Leaflet B-40 is invoked, then the EASA / CAA Part 145 approval may meet the majority of MAOS requirements. In this case, all differences must be addressed and MAOS approval obtained as detailed in RA 4800, which is available free of charge on the UK Military Aviation Authority (MAA) government website at the following link:

<https://www.gov.uk/government/publications/regulatory-article-ra-4800-general-requirements-mrp-part-145>