

DEF STAN 00-970 NOTICE OF PROPOSED AMENDMENT (Def Stan 00-970-NPA)

TITLE OF PROPOSAL:

Update of Part 5 to Issue 4 as a consequence of Defence Standards changes to document layout and minor additions deletions and admin changes.

Stage of Amendment: Issue 2

Def Stan 00-970 NPA Serial No:	2017-001		
Unsatisfactory Report Serial No:	n/a		
MAA Originator:	Grade/Rank	Name	Post
	C2	[REDACTED]	DSA-MAA-Cert-ADS1b

Affected Part: (including paragraphs)	Def Stan 00-970 Part 5 Issue 3
Cross-reference to other relevant amendment proposals or documents:	n/a

ADS Point of Contact details

Rank/Grade and Name:	As above	
Telephone Number mil/civ;	9679 35379	030 679 35379
Civilian Email address:	DSA-MAA-Cert-ADS1b@mod.gov.uk	

Part 1 (for issue to User Community)

INTRODUCTION (Not more than 250 words)

In order to introduce comonality and a standard format across Defence Standards, DStan have declared that all Standards must comply with a specific format and also be managed no-line via the STANMis tool. This NPA is to up-issue the Defence Standard 00-970 Part 5 to include this change and to incorporate a small number of completed Requests For Change (RFC).

The new text will be clearly identifiable within Annex A.

SUMMARY OF PROPOSED AMENDMENT

Change: *See Annex A.*

Defence Standard 00-970 Part 5 issue 3 incorporates amendment 18 of EASA CS25.

Defence Standards have issued a requirement that all Defence Standards must follow a common specified format in accordance with DStan policy and using a common template and must be able to be held on a new software standards management tool STANMIS.

In order to accomplish this, 970 Part 5 issue 4 has been completely reformatted and includes a small number of administrative changes and completed Requests For Change It also incorporates changes identified by the review of CS25 amendment 19 (See Annex A)

Impact Assessment:

Objective: **up-issue of Part 5 to Issue 4**

Risk Assessment: The impact of not incorporating the recommended changes is the possibility of misinterpretation of the requirement and non compliance with military requirements.

Courses of Action.

1. **Do nothing.** *Maintain existing Military requirements which differ from the Civil Requirements at increasing costs*
2. **Partial Amendment.** *Not recommended*
3. **Full Amendment.** *Maintain coherence with Civil Specifications*

Preferred Course of Action. Full incorporation

Costs and Benefits:

1. **Do nothing.** *MAA could not support such action. Not Recommended.*
2. **Partial Amendment.** *Not Recommended*
3. **Full Amendment.** *This solution will maintain coherence with Civil Certification Specificatons. Recommended.*

Consultation period ends: **Internal only 30 June 2017**

The consultation period for this proposed amendment ends on the stated date. Please send your feedback via email to DSA-MAA-Cert-ADSGroup@mod.gov.uk.

Part 2 (for MAA internal use)

Log of Comments (to be completed once the consultation period has ended).

Comment reference	Date	From (name)	Post	Précis or Topic of Comment	MAA Response

Recap of Proposal: *A short summary of the proposal amendment including what changes were incorporated following the consultation period.*



Recommendation. *This section will be completed once all the comments have been received. The recommendation is for the relevant Head of Division to approve the proposal.*

Approval. *This section will detail exactly what has been approved and by whom, and confirm the date for the amendment to be incorporated as well as the date the NPA should be reviewed to determine what the effects of the amendment were in terms of meeting the objective of the change, if there were any unintended consequences and establishing whether the estimated costs were correct.*

Accepted changes will be authorised at the following levels:

- Changes to be retrospectively mandated: 2* Director Technical
- Changes introducing novel or contentious requirements or resulting in major change to requirements but not retrospectively mandated: 1* Head Reg/Cert.
- Changes having a significant engineering impact but not retrospectively mandated: OF5/B1 Dep Head Reg & Cert
- Changes having a Minor engineering impact but not retrospectively mandated: OF4/B2 SO1 S and ADS
- Changes which are editorial or administrative but not retrospectively mandated: OF3/C1. ADS1/2

Approved by:


Signature:	
Name:	
Rank/Grade:	Major RCAF
Post:	DSA-MAA-Cert-S and ADS
Date signed:	21/05/2017
Date for amendment to be incorporated:	



Part 3 - NOTIFICATION OF AUTHORIZED AMENDMENT (Def Stan 00-970 NAA)

Document Part:	5	Sub-Part:	all
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Unsatisfactory Report Reference:		NPA Reference:	2017- 001
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Originator:		Date:	
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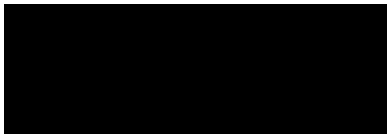
Amendment to be Incorporated on:	
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APPROVAL

This Def Stan 00-970 NAA has been approved by the 00-970 Working Group on behalf of Director MAA

INCORPORATION

The amendment will be incorporated in issue 17



22/08/2017

Signed (IAW with part 2).

For D MAA

Annex A

Part 5 Issue 3 is amended as follows:

1. Complete re-format of Part 5 to comply with revised DStan Standardisation policy.
2. Section 1. Content provided by DStan
3. Section 2. Changed and reformatted to contain all previous version content of the Part 5 Sections 1 to 4
4. Section 2 0.1 Preface; Email address changes to reflect MOD^{NET} introduction required changes.
5. Section 2 1.2.2 Admin changes to conform with 0.1(d)
6. Section 2 All Subparts and Appendices, Column 2 changed from Compliance to Acceptable Means of Compliance.
7. Section 2 All Subparts, references to Project Team Lead(er) (PTL) replaced with TAA
8. Section 2 requirement changes as follows;

Subpart	Requirement	Title	Change Ref	info
C	UK25.305a	Structural Repair Reserve Factors	RFC 2017/01	New requirement
<p>Requirement- <i>Repairs shall comply with all relevant design requirements for the aeroplane as a whole.</i></p> <p><i>Based on the evaluations required by this clause, if additional inspections or other procedures are required for continued airworthiness of the repair, these must be included in the Airworthiness Limitations Section of the Instructions for Continued Airworthiness as required by CS25.1529</i></p> <p>AMC – <i>The design of repairs should, in general, be such that the reserve factor of the repaired member is not lower than 1.2 or that of the undamaged member, whichever is the less. It is, however, undesirable to repair one member in such a manner that its strength is relatively much below that of the surrounding structure. If the application of a particular repair would considerably reduce the reserve factor of the member, care shall be taken to ensure that a combination of two or more repairs could not reduce the reserve factor below the safe limit. Alternatively, a warning shall be included</i></p>				

					drawing attention to, and prohibiting the application of, the dangerous combination. If compliance with these requirements is difficult to attain, the matter shall be referred to the TAA.
C	UK25.399a	Dual Control System		RFC 2017/10	Admin Change
D	UK25.773e	Visual lookout facilities		RFC 2017/07	Deleted
D	UK25.785c	Seat installation - Crew and Specified Occupants		RFC 2016 021&022	Re worded
				Issue 3 text Requirement – Intentionally Blank AMC – When determining the forces in the cases of this requirement the mass and dimensions of the crew and occupants, and the CG position assumed, shall be in accordance with the data given in Part 1 Section 4 Leaflet 76 Table 1 and Leaflet 63 for the percentiles given in the Aeroplane Specification and full allowance shall be made for any items of equipment, carried on the seat or by the crew. See also Part 13 Section 3 Clause 3.10	Issue 4 text Requirement - When determining the forces in the cases of this requirement the mass and dimensions of the crew and occupants, and the CG position assumed, shall be in accordance with the data given in Part 1 Section 4 Leaflet 76 Table 2 and Leaflet 63 AMC – For the percentiles given in the Aeroplane Specification and full allowance shall be made for any items of equipment, including armour, carried on the seat or by the crew. See also Part 1 Section 4 Leaflet 76 and Part 13 Section 3 Clause 3.10
F	UK25.1445a to j	Chemical Biological Radiological and Nuclear protection compatibility		RFC 2017/03	Deleted duplicated in Pt 13
3	UK5.3.1.24	Nuclear Biological & Chemical and Laser Weapons Protection		RFC 2017/03	Deleted duplicated in Pt 13.
Above approved under NAA issue 1 signed by S&ADS 04/07/2017					

CS25 amendment 19 Military Part 5 specific changes incorporated.			
UK25.788a	Crew Workstation Displays	CS25 Amendment 19	New Mil requirement
		Requirement Where large display screens are installed as part of the rear crew workstations, they shall conform to the requirements of CS25.788 (b).	
UK25.811b	Emergency Exit Marking	CS25 Amendment 19 Requirement CS 25.811 (e) and or detail in Table 4 of 119A 0601 0B are to be chosen by the TAA dependent on air system role and operational requirements.	New Mil requirement
		AMC Advice may be sought from the DE&S Air Support-Air Commodities Surface Finish Delivery Team	
Appendix H	Instruction for Continued Airworthiness	CS25 Amendment 19	Mil note added to guidance
		In Guidance add – "Any civil derived Limits of Validity (LOV) for an air system should be revisited to take into account the military usage and role and the impact that may have on the LOV . Additionally, each mandatory modification time, replacement time, structural inspection interval and related structural inspection procedure approved must also consider military usage and role."	
Above approved under NAA issue 2.			

9. Section 3. Content provided by DStan

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Approved by:

Signature:	
Name:	
Rank/Grade:	Wg Cdr
Post:	DSA-MAA-Cert-S and ADS
Date signed:	4 Jul 17
Date for amendment to be incorporated:	

Part 3 - NOTIFICATION OF AUTHORIZED AMENDMENT (Def Stan 00-970 NAA)

Document Part:	5	Sub-Part:	all
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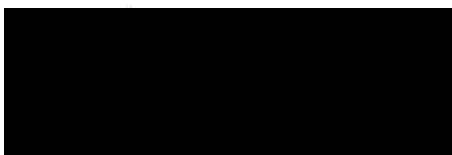
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