

**AIRWORTHINESS CIRCULAR**  
**Military Flight Release (MFR) Updates**

**PURPOSE:**

This Airworthiness (AW) Circular (AC) outlines the typical means to obtain an extension to an MFR or to alter restrictions and/or limitations on an MFR. This AC will be incorporated into a future AW Bulletin addressing AW Approvals.

**SCOPE:**

This AC applies to all MFRs issued by the USAF Technical Airworthiness Authority (TAA) or Delegated Technical Authorities (DTAs).

**ATTACHMENTS:**

None.

**REFERENCED DOCUMENTS:**

None.

**DISCUSSION:**

MFRs are issued for specific air systems in design configurations that do not meet the full standards and/or intent of a Military Type Certificate. MFRs typically expire on a given date or upon reaching a flight hour limitation or service life limit. MFRs also may contain restrictions. Extending an MFR or altering restrictions and/or limitations on an MFR requires approval by the original approving authority (i.e., TAA or DTA). DTAs should consider the recommendations herein when extending or altering restrictions and/or limitations on DTA-issued MFRs.

**RECOMMENDATIONS:**

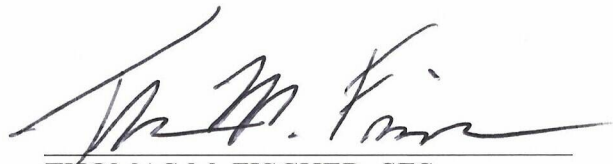
1. To extend an MFR, the requestor will provide the AW Office a written request and a draft of the new MFR no later than thirty (30) days prior to the expiration of the TAA-issued MFR. The following information should be included or attached.
  - 1.1. A description of changes in aircraft configuration, flight and maintenance manuals, and test plans (if applicable) as related to those approved by the expiring MFR.
  - 1.2. A list of any non-reportable MFRs based on the expiring MFR for any configurations to be included in the new MFR. These MFRs and associated AW assessments will be referenced in Section 8 of the new MFR.
  - 1.3. Restrictions and/or limitations listed in the non-reportable MFRs identified in paragraph 1.2 that are still valid should be incorporated in the new MFR.
  - 1.4. Fleet flight hours conducted under the expiring MFR and a list of any aircraft approaching or exceeding the flight hour limitations or service life limit if listed on the expiring MFR.

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- 1.5. A list of Class A mishaps that have occurred since the issuance of the expiring MFR.
  - 1.5.1. Summary/Description of each event.
  - 1.5.2. Results of accident investigation to include root cause findings.
  - 1.5.3. Any corrective actions resulting from investigation results and the status of their implementation.
- 1.6. Current AW risk acceptance documentation from the appropriate Risk Acceptance Authorities and identification of any new risks identified since the issuance of the expiring MFR.
2. To alter a restriction and/or limitation listed on a TAA-issued MFR, the requestor will provide the AW Office a written request and a draft of the new MFR. The following information should be included or attached.
  - 2.1. Updated AW assessment, such as a compliance report, associated with the TAA-issued MFR and new/updated artifacts referenced in the respective areas(s) that:
    - 2.1.1. Shows compliance to a previously non-compliant criteria, or
    - 2.1.2. Satisfies conditions identified by the AW Board to mitigate the risk, or
    - 2.1.3. Documents additional risk acceptance.
  - 2.2. Draft SSRA reflecting reduced risk level, if applicable.
  - 2.3. Note: Depending on the complexity of restriction, the AW Office may require a Technical Director Technical Interchange Meeting.

**POINTS OF CONTACT:**

USAF Airworthiness Office, [USAF.Airworthiness.Office@us.af.mil](mailto:USAF.Airworthiness.Office@us.af.mil)



THOMAS M. FISCHER, SES  
Director, Engineering and Technical  
Management/Services  
USAF Technical Airworthiness Authority