

► This RA has been substantially re-written; for clarity no change marks are presented - please read RA in entirety ◀

RA 4971 - Military Airworthiness Review (Mil AR) and Certification - MRP Part M Sub Part I

Rationale

In order to confirm the airworthiness of aircraft on the Military Aircraft Register a Mil AR is required to be carried out and a Military Airworthiness Review Certificate (MARC) issued when the aircraft is operated in a stable configuration planned to be operated within the authorized limitations.

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Regulation

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Mil CAMO Responsibilities

4971(1) A Mil CAMO **shall** ensure that:

- a. A Mil AR of the aircraft, together with its continuing airworthiness records, is carried out periodically in accordance with (iaw) RA 4973¹ by Mil AR surveyors meeting the requirements of RA 4972².
- b. Mil AR procedures are incorporated into the Continuing Airworthiness Management Exposition (CAME) iaw RA 4943³.

MARC

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On completion of a satisfactory Mil AR, the Military Continuing Airworthiness Manager (Mil CAM) **shall** issue a MARC on behalf of the Aviation Duty Holder (DH). Thereafter:

- a. A MARC **shall** remain valid for a period of 1 year from date of issue, subject to RA 4974⁴ and RA 4971(2) b and c.
- b. A MARC validity may be extended for a period not exceeding 90 calendar days; any such extension **shall** be approved by the Mil CAM.
- c. A Mil CAM **shall** revoke the MARC if there is reason to believe that the aircraft is not airworthy.

¹ RA 4973 – Mil AR Process - MRP Part M Sub Part I.

² RA 4972 – Mil AR Surveyors - MRP Part M Sub Part I.

³ RA 4943 – CAME - MRP Part M Sub Part G.

⁴ RA 4974 – Circumstances when MARC become invalid - MRP Part M Sub Part I.

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Compliance**
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Mil CAMO Responsibilities

1. The Mil AR **should** be recorded on the MOD Form 710 (Military Airworthiness Review Certificate)⁵.
2. For civil-derivative aircraft where 'shadow' Airworthiness Review Certificates are conducted by approved organizations as part of civil oversight arrangements agreed with the Civil Aviation Authority, iaw RA 1124⁶, the AR activity conducted iaw European Aviation Safety Agency (EASA) Part M Subpart G M.A.710 may be used as part of the Mil AR process but the Mil CAM **should** document that they have assured themselves that the MRP Part M Sub part I requirements are met.
3. Notwithstanding the derogations of Paragraph 2 above, Mil AR tasks **should** remain the responsibility of the Mil CAM even when support arrangements as described in paragraph 9 are utilized.
4. In addition to the annual requirement, the Mil CAMO **should** consider the need to instigate a Mil AR whenever it is considered appropriate.

Military Airworthiness Review Certificate

5. The Mil CAM **should** sign the MARC. A Deputy Mil CAM (DCAM) meeting the requirements of RA 4945(2)⁷ may sign the MARC when authorized by the Aviation DH.

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Mil CAMO Responsibilities and Military Airworthiness Review Certificate

6. The Mil CAM holds the automatic responsibility of issuing the MARC on behalf of the Aviation DH as part of the Mil CAMO approval.
7. If an aircraft is managed by an MAA-approved Mil CAMO that does not have the capability to carry out Mil ARs, it may utilize an alternative suitable MAA-approved Mil CAMO to conduct the MAR on its behalf. Where this happens, the corresponding MARC must still be issued under the signature of the Mil CAM that manages the aircraft.
8. The ability to recognize 'shadow' Airworthiness Review activity is accepted by the MAA on the basis of satisfactory analysis and evidence presented in the CAME. The MARC is still signed by the Mil CAM who must be satisfied with the robustness of the work conducted iaw the civil oversight arrangements and that all military deltas pertaining to the platform have been identified. If the Mil CAM further believes that the airworthiness of their aircraft may be adequately assured such that they might issue a MARC based upon the extension activity conducted by a Civil CAMO iaw EASA Part M Subpart I M.A.901 then they are required to submit an Exemption against RA 4973¹ iaw MAA03. The Mil CAM may only implement such procedures if MAA approval has been formally granted, as prescribed in MAA03. The requirement of RA 4971(2) subparagraph a must still be met.
9. For aircraft described in Paragraph 2 Exemption requests iaw MAA03 will be considered for aircraft where the military deltas in terms of configuration, oversight and usage are demonstrably minimal.
10. Individual contracted personnel may be utilized as Mil AR Surveyors where the Mil CAM is personally satisfied that the individual concerned meets the requirements of RA 4972², and is authorized as such. Such procedures are to be described in the CAME and records kept of utilized contracted manpower.
11. Mil CAMs must justify, on the appropriate MOD Form 710, all extensions that have been granted.
12. A MARC may be anticipated as required with a validity of 12 months from completion.

⁵ MOD Form 710 available from the MAP-02.

⁶ RA 1124 – Civil Oversight of Military Registered Aircraft.

⁷ RA 4945 – Personnel Requirements - MRP Part M Sub Part G.

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13. It is expected that routine maximum extensions will not be granted.
14. Examples of when further Mil ARs may be appropriate could be as a result of certain modifications, repair programmes or when the Mil CAMO does not believe it has had adequate visibility of continuing airworthiness activity.
15. In the temporary absence of a Mil CAM or authorized DCAM, the Aviation DH may sign the MARC.
16. The MARC is not a statement of serviceability and is required to be valid for all flying iaw RA 1600(3)⁸.

⁸ RA 1600 – Continuing Airworthiness Responsibilities.

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