

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

RA 4970 – Baseline Military Airworthiness Review - MRP Part M Subpart I

Rationale

Prior to commencing flying operations, Delivery Duty Holders (DDH) or Accountable Managers (Military Flying) (AM(MF)) are to establish the baseline configuration and state of Airworthiness for all their military registered Air Systems. This baseline is the fundamental starting point for all subsequent Military Airworthiness Reviews (Mil AR). Configuration variations will occur throughout the life of an Air System and failure to understand its configuration will make Continuing Airworthiness virtually impossible. This RA requires a Baseline Military Airworthiness Review (BMAR) be carried out to highlight configuration and Airworthiness concerns; allowing them to be rectified, re-establishing the baseline configuration.

Contents

4970(1): Military Continuing Airworthiness Manager Responsibilities

4970(2): Delivery Duty Holder / Accountable Manager (Military Flying) Responsibilities

Regulation 4970(1)

Military Continuing Airworthiness Manager Responsibilities

4970(1) The Military Continuing Airworthiness Manager (Mil CAM) **shall** ensure that a BMAR is conducted for each individual military registered Air System for which they are responsible before it is flown¹.

Acceptable Means of Compliance 4970(1)

Military Continuing Airworthiness Manager Responsibilities

1. The BMAR **should** consider all areas stipulated by the Military Airworthiness Review Process². The level to which the review activity in each area is conducted **should** be justified and recorded.
2. The depth and scope of the BMAR **should** be documented and referenced within Part 4 of the Continuing Airworthiness Management Exposition (CAME)³.
3. On completion of a BMAR for an Air System the Mil CAM **should** incorporate the results into the Air System Safety Case (ASSC)⁴ at the next suitable point. This will support the associated ASSC argument(s) and show how the Risks associated with any gaps or issues in the Air System's history have been assessed as being As Low As Reasonably Practicable and Tolerable.
4. Military Continuing Airworthiness Management Organizations (Mil CAMOs) **should** allow a sufficient period to plan BMAR activity for Air Systems whose entry into service is imminent.
5. For civil-derivative Air Systems where 'shadow' Airworthiness Review Certificates (ARCs) are conducted by approved organizations as part of civil oversight arrangements agreed with the Civil Aviation Authority⁵, the Mil CAM may utilize such activity as part of the BMAR process. In such cases, the Mil CAM **should** demonstrate that MRP Part M Subpart I requirements have been met and that any military deltas have been adequately accounted for.

¹ Refer to RA 1016 – Military Continuing Airworthiness Management.

² Refer to RA 4973 – Military Airworthiness Review Process - MRP Part M Subpart I.

³ Refer to RA 4943 – Continuing Airworthiness Management Exposition - MRP Part M Subpart G.

⁴ Refer to RA 1205 – Air System Safety Cases.

⁵ Refer to RA 1165 – UK Civil Aviation Authority Oversight of UK Military Registered Air Systems.

**Guidance
Material
4970(1)**

Military Continuing Airworthiness Manager Responsibilities

6. For all new, used or converted Air Systems being brought onto the UK Military Aircraft Register (MAR), close liaison is required as soon as possible between the receiving Mil CAMO and the delivering Delivery Team (DT), to facilitate the DDH or AM(MF)'s issuance of the Statement of Acceptance (SofA). The DT will provide guidance on accompanying documentation and the suitability of the contents in establishing a baseline Airworthiness level.
7. BMARs may not be completed before Mil CAMO Approval is granted.
8. Whilst it is recognized that a wide range of personnel may be involved in the BMAR process, including contracted support, oversight of all activity remains a responsibility of Military Airworthiness Review surveyors, meeting the requirements of the Mil CAMO⁶.
9. As soon as an individual Air System's BMAR data is available it can form useful evidence to support the associated ASSC argument(s). The next suitable point to include BMAR data into the ASSC could be after each individual tail number has had its BMAR but may also be at a set point during the ASSC review cycle so as to capture multiple BMAR results at the same time. The definition of the most suitable point will be dictated by individual Mil CAMOs, aiming to achieve efficient and timely inclusion to the ASSC, so as to keep the ASSC a living body of evidence.

**Regulation
4970(2)**

Delivery Duty Holder / Accountable Manager (Military Flying) Responsibilities

4970(2) The DDH or AM(MF) **shall**:

- a. Satisfy themselves that the Mil CAM has made every practicable effort to review the Airworthiness history of the Air System, with mitigation and justification as appropriate.
- b. On satisfactory completion of a BMAR, issue a SofA, which authorizes the Military Continuing Airworthiness Manager to issue the initial Military Airworthiness Review Certificate⁷ (MARC).

**Acceptable
Means of
Compliance
4970(2)**

Delivery Duty Holder / Accountable Manager (Military Flying) Responsibilities

10. For new-production Air Systems, the SofA **should** be issued on the basis of the recognized Statement of Conformity or civilian equivalent accompanying the airframe.
11. For previously used Air Systems brought on to the MAR, a BMAR **should** be conducted. Any previous Certificate of Airworthiness, valid civil ARC, or suitable Export Certificate of Airworthiness provided with the Air System may be used as evidence.
12. For an Air System, which has been converted to a new "Mark" with a new Type Certificate, a BMAR **should** be conducted. The Air System's previous MARC may be used as part of the supporting evidence.

⁶ Refer to RA 4972 – Military Airworthiness Review Surveyors - MRP Part M Subpart I.

⁷ Refer to RA 4971 – Military Airworthiness Review and Certification - MRP Part M Subpart I.

**Guidance
Material
4970(2)**

**Delivery Duty Holder / Accountable Manager (Military Flying)
Responsibilities**

13. Tail numbers may be batched for the DDH or AM(MF)'s SofA.
14. It may be desirable for the SofA to be endorsed by the appropriate Type Airworthiness Authority in addition to the DDH or AM(MF), therefore providing a link to the configuration level of the BMAR undertaken.
15. Factors to be taken into account may include, but not be limited to, access to or availability of historical information, platform maturity, expected Out of Service Date of the Air System and complexity of procurement.

16. The DDH or AM(MF)'s SofA ought to take the form of the following paragraph:

“As the Delivery Duty Holder* / Accountable Manager (Military Flying)* for tail number...(quote tail number)..., this Statement of Acceptance confirms that a Baseline Military Airworthiness Review has been conducted to my satisfaction and that every practicable effort has been taken to review the Airworthiness history of the Air System.

Signed:

Dated :

Delivery Duty Holder* / Accountable Manager (Military Flying)* and (Post Title)”

[optional]

“As the Type Airworthiness Authority for this platform, I concur with the Delivery Duty Holder* / Accountable Manager (Military Flying)* and endorse the Baseline Military Airworthiness Review.

Signed:

Dated:

(Post Title) ”

* *Delete as Appropriate*

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