

RA 4962 - Special Instructions (Technical) - MRP Part M Subpart C

Rationale

Special Instructions (Technical) (SI(T)) are instructions, issued by, or on behalf of, the Type Airworthiness Authority (TAA)¹ or Commodity Delivery Team (DT), to undertake a work package to identify, monitor, Repair or prevent the Occurrence or reoccurrence of a potential Fault². Failure to complete a SI(T) on all applicable Air Systems could render this action ineffective, therefore compromising Airworthiness. Some SI(T) have recurrent actions that make management of them more complex. Effective ►fulfilment◄ and management of SI(T) controlled by the Military Continuing Airworthiness Management Organization (Mil CAMO) will ensure that the Air System remains airworthy.

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4962(1) The Military Continuing Airworthiness Manager (Mil CAM) **shall** ensure all SI(T), applicable to Air Systems identified in their Continuing Airworthiness Management Exposition (CAME), are correctly ►fulfilled◄ as required by the TAA or Commodity DT.

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1. The ►Mil CAM◄ **should** ensure ►all◄ SI(T) ►are fulfilled within◄ the mandated timescales. If the ►Mil CAM◄ cannot meet the mandated timescale, deferment **should** be obtained from the TAA or Commodity DT issuing the SI(T).
2. The ►Mil CAM◄ **should** manage the compliance of such instructions by:
 - a. Arranging for the distribution and ensuring the receipt of the SI(T)³.
 - b. Incorporation of the SI(T) into applicable Aircraft Maintenance Programmes (AMP).
 - c. Tasking appropriate Maintenance organizations.
 - d. Recording applicability and ►fulfilment◄ for each individual Air System.
3. The ►Mil CAM◄ **should** consider any follow-up action that may be required post SI(T) ►fulfilment.◄
4. The ►Mil CAM◄ **should** support the development of SI(T) by advising of any impact on availability, capability and sustainability.
5. The ►Mil CAM◄ **should** maintain records of extant SI(T) and advise the TAA or Commodity DT and DDH / AM(MF) of ►fulfilment◄ of the requirement. Where the SI(T) cannot be ►fulfilled◄ within required timescales and no deferment has been issued by the TAA or Commodity DT, the ►Mil CAM◄ **should** inform the TAA or Commodity DT and the DDH / AM(MF).
6. The ►Mil CAM◄ **should** develop and define a ►procedure within◄ the CAME to ensure recurrent SI(T) are ►fulfilled◄ at the prescribed intervals and prevent Air Systems flying if they have not had an applicable SI(T) ►fulfilled.◄

¹ ►Where the Air System is not UK MOD-owned, Type Airworthiness (TAW) management regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model; refer to RA 1162 - Air Safety Governance Arrangements for Civilian Operated (Development) and (In-Service) Air Systems, or refer to RA 1163 - Air Safety Governance Arrangements for Special Case Flying Air Systems. Dependent on the agreed delegation of TAW responsibilities TAM may be read in place of TAA as appropriate throughout this RA. ◄

² Refer to RA 5405 – Special Instructions (Technical).

³ To key stakeholders, possibly including the Delivery Duty Holder (DDH) / ►Accountable Manager (Military Flying) (AM(MF))◄ and relevant Chief Air Engineer.

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7. The ► **Mil CAM** ◀ **should** ensure that SI(T) actions no longer required by the TAA or Commodity DT are correctly removed from the AMP.
8. The ► **Mil CAM** ◀ **should** ensure the satisfaction of ► **Mil CAMO Instructions** ◀ using the same principles as for an SI(T) ►⁴◀.
9. ► **When issued as a SI(T) by the TAA, the Mil CAM should manage the fulfilment of all Airworthiness Directives (AD) and Service Bulletins (SB).** ◀

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10. ► ◀
11. For MOD owned civil-derived Air Systems, the TAA ► ◀ assesses whether ADs or SBs need to be satisfied and issued as SI(T) ►²◀, however, consultation between the Mil CAMO and the TAA ► **is** ◀ necessary to ensure all Continuing Airworthiness Risks outlined in the AD or SB are captured or mitigated effectively.
12. For civil owned civil-derived Air Systems the TAA ►²◀, in conjunction with the Mil CAMO and the civilian owner (generally via the supporting ► **Civil Aviation Authority** ◀ approved Part M ► **equivalent** ◀ organization), ► ◀ assess whether all ADs and SBs need to be ► **fulfilled.** ◀
13. SI(T) can have a recurrent element. It is important to note that although recurrent ► **fulfilment** ◀ of a SI(T) has much in common with the management of scheduled Maintenance, deferral of SI(T) recurrence may only be ► **permitted** ◀ where specifically allowed in the SI(T) or agreed by the TAA or Commodity DT.
14. For Air Systems ► **in the Special Case Flying Operating Category, the responsibilities to ensure appropriate Air Safety arrangements regarding Air System Maintenance requirements and TI are in place, are detailed in RA 1160⁵ and RA 1163⁶.** ◀

⁴ ► Refer to RA 4966(1): Use of Military Continuing Airworthiness Management Organization Instructions.

⁵ Refer to RA 1160 – The Defence Air Environment Operating Framework.

⁶ Refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems. ◀