

RA 4804 - Terms of Approval (MRP 145.A.20) - Approved Maintenance Organizations only

Rationale

Contractor-run Maintenance organizations are employed to undertake Maintenance tasks for a defined scope of work. In order to assure Aviation Duty Holders and Accountable Managers (Military Flying) that such Maintenance tasks are undertaken in compliance with MRP Part 145, a system for MAA approval is required. Without such a system, contractor-run Maintenance organizations could operate outside the scope of their capability, which has potential for Air Systems and components to be incorrectly maintained. In order to mitigate this hazard, This RA requires that contractor-run Maintenance organizations are approved using a consistent class and rating numbering system, according to their scope of work.

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Regulation 4804(1)

Terms of Approval (MRP 145.A.20(a))

4804(1) The contractor-run Maintenance organization **shall** specify the scope of work required for approval in its Maintenance Organization Exposition (MOE).

Acceptable Means of Compliance 4804(1)

Terms of Approval (MRP 145.A.20(a))

1. The approval class and rating system defined at Annex A to this Regulation **should** be used.

Guidance Material 4804(1)

Terms of Approval (MRP 145.A.20(a))

2. Table A-1, within Annex A to this Regulation, identifies the corresponding system number, as defined in the Aerospace and Defence Industries ASD / AIA S1000D Standard Numbering System (SNS), for each component rating.

ANNEX A

ORGANIZATIONS APPROVAL CLASS AND RATING SYSTEM

1. Table A-1 outlines the full extent of approval possible under MRP Part 145 in a standardized form. An organization may be granted an approval ranging from a single class and rating with limitations to all classes and ratings with limitations.
2. In addition to Table A-1, the Approved Maintenance Organizations (AMO) is required to indicate its scope of work in the MOE (see also Paragraph 11).
3. Within the approval class(es) and rating(s) granted by the MAA, the scope of work specified in the MOE defines the exact limits of approval. It is therefore essential that the approval class(es) and rating(s) and the organization's scope of work are compatible.
4. A Category A class rating means that the AMO may carry out Maintenance on the Air System and any component (including engines / Auxiliary Power Units (APUs) only whilst such components are fitted to the Air System, except that such components can be temporarily removed for Maintenance when such removal is expressly permitted by the Air System maintenance manual to improve access for Maintenance, subject to a control procedure in the MOE acceptable to the MAA. The limitation section will specify the scope of such Maintenance, thereby indicating the extent of approval. ► **The A4 rating is to be used for all Remotely Piloted Air Systems (RPAS).** ◀
5. A Category B class rating means that the AMO may carry out Maintenance on the uninstalled engine / APU and engine / APU components only whilst such components are fitted to the engine / APU except that such components can be temporarily removed for Maintenance when such removal is expressly permitted by the engine / APU manual to improve access for Maintenance. The limitation section will specify the scope of such Maintenance thereby indicating the extent of approval. An AMO with a Category B class rating may also carry out Maintenance on an installed engine during Air System Maintenance, subject to a control procedure in the MOE acceptable to the MAA. The MOE scope of work ► **will** ◀ reflect such activity where permitted.
6. A Category C class rating means that the AMO may carry out Maintenance on uninstalled components (excluding engines and APUs) intended for fitment to the Air System or engine / APU. The limitation section will specify the scope of such Maintenance thereby indicating the extent of approval. An AMO with a Category C class rating may also carry out Maintenance on an installed component during Air System Maintenance or at an engine / APU Maintenance facility subject to a control procedure in the MOE. The MOE scope of work ► **will** ◀ reflect such activity where permitted.
7. A Category D class rating is a self-contained class rating not necessarily related to a specific Air System, engine or other component. The D1 - Non-Destructive Testing (NDT) rating is only necessary for an AMO that carries out NDT as a particular task for another organization. An AMO with a class rating in A or B or C Category may carry out NDT on products it is maintaining, subject to the MOE containing NDT procedures, without the need for a D1 class rating.
8. Category A class ratings are subdivided into line and base maintenance. An AMO may be approved for either line or base maintenance or both.
9. The 'limitation' section is intended to give the MAA maximum flexibility to customize the approval to a particular organization. Table A-1 specifies the types of limitation possible and, whilst Maintenance is listed last in each class rating, it is acceptable to stress the Maintenance task rather than the Air System or engine type or manufacturer, if this is more appropriate to the organization. An example could be avionics systems installations and Maintenance.
10. Table A-1 makes reference to series and type in the limitation section of class A and B. Series means a specific type series such as Typhoon or Merlin or EJ200 etc. Type means a specific type or model such as FGR Mk4 or HC Mk4 or Mk101 etc. Any number of series or types may be quoted.
11. When a lengthy capability list is used which could be subject to frequent amendment, then such amendment ► **will** ◀ be in accordance with a procedure acceptable to the MAA and included in the MOE. The procedure ► **will** ◀ address the issues of who is responsible for capability list amendment control and the actions that need to be taken for amendment. Such actions include ensuring compliance with MRP Part 145 for products or services added to the list.

Note:

Approvals granted prior to 1 Jan 14 for class ratings C51 through to C57 have been issued under class ratings C21 through to C27. Any approvals granted under class ratings C21 through to C27 under this legacy system will have their numbering amended at the next issue of the AMO's Approval Schedule. This change in the numbering of class ratings does not require an immediate resubmission of the organization's MOE, but MOEs submitted after 1 Jan 14 ►will◄ use the below class ratings.

Table A-1. Approval Classifications and SNS Numbering

CLASS	RATING	SNS NUMBER	LIMITATION	LINE	BASE
AIR SYSTEM	A1 Aeroplanes / above 5700 kg		Will state aeroplane manufacturer or series or type and / or the Maintenance task(s).		
	A2 Aeroplanes / 5700 kg and below		Will state aeroplane manufacturer or series or type and / or the Maintenance task(s).		
	A3 Helicopters		Will state helicopter manufacturer or series or type and / or the Maintenance task(s).		
	A4 Air Systems other than A1, A2 and A3 ► This rating is to be used for all RPAS ◄		Will state Air System series or type and / or the Maintenance task(s).		
ENGINES	B1 Turbine		Will state engine manufacturer or series or type and / or the Maintenance task(s).		
	B2 Piston		Will state engine manufacturer or series or type and / or the Maintenance task(s).		
	B3 APU		Will state engine manufacturer or series or type and / or the Maintenance task(s).		
COMPONENTS (other than complete engines or APUs)	C1 Air Cond & Press	21	Quote Air System type(s) and / or component manufacturer or the particular component and / or cross-refer to a capability list in the MOE.		
	C2 Auto Flight	22			
	C3 Comms and Nav	23-34-43			
	C4 Doors - Hatches	52			
	C5 Electrical Power	24-33-91			
	C6 Equipment	25-38-45-50			
	C7 Engine - APU	49-71-72-73-74-75-76-77-78-79-80-81-82-83-86			
	C8 Flight Controls	27-55-57.40-57.50-57.60-57.70			
	C9 Fuel - Airframe	28-48			
	C10 Helicopter - Rotors	62-64-66-67			
	C11 Helicopter - Transmission	63-65			
	C12 Hydraulic	29			

	C13 Instruments	31-46	
	C14 Landing Gear	32-90	
	C15 Oxygen	35-47	
	C16 Propellers	61	
	C17 Pneumatic	36-37	
	C18 Protection ice / rain / fire	26-30	
	C19 Windows	56	
	C20 Structural	53-54-57.10-57.20-57.30	
	C21 Water Ballast	41	
	C22 Propulsion Augmentation	84	
	C51 Attack Systems	39-40-42	
	C52 Radar / Surveillance	92-93	
	C53 Weapons Systems	94	
	C54 Crew Escape	95	
	C55 Missiles / ▶ Target ◀ Drones / Telemetry	96	
	C56 Reconnaissance	97-98	
	C57 Electronic Warfare	99	
SPECIALIZED SERVICES	D1 Non-Destructive Testing		Will state particular NDT method(s).