

RA 2201 – Carriage of Maintenance Documents in UK Military Aircraft

Rationale

Maintenance documents provide an audit trail of Maintenance activities that have been carried out on military registered Air Systems. Loss of the information contained in these documents could jeopardize the Continuing Airworthiness of an Air System and increase Risk to Life as a consequence. This Regulation details the processes that are to be applied to maintain the protection of these documents when an ► Aircraft ◀ is deployed away from its parent Station, Ship or Unit, and ensures that they are available for quality assurance, data exploitation and investigations.

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Regulation

2201(1)

Documents to be Carried

2201(1) When an Aircraft is planned to land away from the parent Station / Ship / Unit, appropriate Maintenance documents and publications **shall** be carried in the Aircraft.

Acceptable Means of Compliance

2201(1)

Documents to be Carried

1. Whenever an Aircraft Commander plans to land away from the parent Station / Ship / Unit, the appropriately prepared Aircraft technical log (MOD Form 700 or equivalent) **should** be carried in the subject Aircraft or, if appropriate, in an accompanying Aircraft.
2. If the Aircraft Commander plans to land at an airfield or Ship that is unfamiliar with the Aircraft type, appropriate technical publications to enable the safe handling and Maintenance of the Aircraft **should** be carried in the Aircraft or in an accompanying Aircraft.
3. Aviation Duty Holders and Accountable Managers (Military Flying) **should** promulgate the appropriate Maintenance documents and publications to be carried.

Guidance Material

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Documents to be Carried

4. For the purpose of this Regulation, the term 'land away from the parent Station / Ship / Unit' is not intended to include a landing conducted during a period of continuous charge where the final destination is the parent Station / Ship / Unit.
5. Where carriage of the Aircraft technical log and technical publications is not practical, alternate means of transportation may be used provided the Aircraft Commander has arranged for the timely arrival of the documents at the destination.
6. ► **The Manual of Airworthiness Maintenance - Documentation (MAM-D)¹ provides guidance for** ◀ the necessary preparation of the Aircraft technical log prior to carriage in the Aircraft, including the requirement to remove / copy documents bearing original signatures. The intent of ► **the MAM-D¹** ◀ is to preserve original signatures for work carried out and put measures in place to aid the reconstruction of the Aircraft technical log in the event of loss. ► **At each new point of departure, documents bearing original signatures will be removed; however, where the information contained in the removed documentation is to remain with the Aircraft, a copy will be substituted.** ◀
7. For the purposes of this Regulation, 'appropriate technical publications' may include, but are not limited to:
 - a. Safety and Maintenance Notes (Topic 5A2).
 - b. Flight Servicing Schedule (Topic 5B1).

¹ ► Refer to The Manual of Airworthiness Maintenance - Documentation (MAM-D) - Part 1 Chapter 3.1 - MOD Form 700 Series – General Information. ◀

**Guidance
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- c. Ground Handling Notes (Topic 12A).
8. Electronic data may be downloaded and carried in the Aircraft to which it relates, providing that a verified, up-to-date, back-up of the database has been made and retained for safe keeping.

**Regulation
2201(2)****Original Signatures**

2201(2) Withdrawn - Incorporated in RA 2201(1) ►◄.

**Acceptable
Means of
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9. Withdrawn - Incorporated in RA 2201(1) ►◄.

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10. Withdrawn - Incorporated in RA 2201(1) ►◄.