

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

RA 2210 – Preventative Maintenance and Continuous Charge Operations

Rationale

Preventative Maintenance comprises scheduled Maintenance, condition-based Maintenance and flight servicing; all of which are Maintenance activities that are to be carried out on an Air System prior to, or on completion of, a period of flying. Continuous Charge is when an Air System conducts multiple starts and stops, crew changes, refuelling operations or take off and landings within a single period of Preventative Maintenance. Flight beyond Preventative Maintenance limits may result in an increase in Risk to Life, therefore an Air System is to be operated within those limits, and the correct procedures followed during Continuous Charge operations.

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Regulation 2210(1)

Preventative Maintenance Limitations

2210(1) The Aircraft Commander **shall not** operate the Air System beyond the validity period of Preventative Maintenance.

Acceptable Means of Compliance 2210(1)

Preventative Maintenance Limitations

1. Aviation Duty Holders and Accountable Managers (Military Flying) **should** issue orders that ensure an Aircraft Commander does not operate an Air System beyond the validity period of Preventative Maintenance.

Guidance Material 2210(1)

Preventative Maintenance Limitations

2. Preventative Maintenance comprises scheduled Maintenance, condition-based Maintenance and flight servicing as detailed in the Air System Maintenance programme, as well as any additional Preventative Maintenance requirements that may be imposed by the Military Continuing Airworthiness Management Organization.

3. The next Preventative Maintenance due will be recorded in the Air System technical log.

Regulation 2210(2)

Continuous Charge Operations

2210(2) To conduct Continuous Charge operations the Aircraft Commander **shall**:

- (1) Ensure any Maintenance undertaken on the Air System during a period of Continuous Charge is conducted by appropriately Authorized¹ personnel;
- (2) Record any Faults occurring during the period of operation;
- (3) Record any change of Aircraft Commander.

¹ Refer to RA 4806 - Personnel Requirements (MRP 145.A.30).

**Acceptable
Means of
Compliance
2210(2)**

Continuous Charge Operations

4. The Aircraft Commander **should** ensure that they, or another crew member, are Authorized to conduct any flight servicing or Pre-flight Maintenance² that is required during a period of Continuous Charge.
5. During a period of Continuous Charge, the Aircraft Commander **should**:
 - a. Complete flight servicing activities that become due in accordance with (iaw) the flight servicing schedule. These activities may be delegated to suitably Authorized engineering staff or another Authorized crew member, however the Aircraft Commander remains responsible for the conduct of the Maintenance.
 - b. Ensure any Pre-flight Maintenance is conducted iaw the MAM-P Chapter 4.1² instructions governing Air System Maintenance whilst under Aircrew Charge.
 - c. Ensure that all essential records are updated within the Air System technical log (MOD Form 700 or its equivalent).
 - d. Record all Faults occurring during a period of Continuous Charge in the Air System technical log (MOD Form 700 or its equivalent).
6. When permitted, a crew change, flight servicing, Pre-flight Maintenance or replenishment with engines / rotors running **should** only occur with specific Authorization from the Aircraft Commander.
7. All Aircraft Commander changes that take place during Continuous Charge **should** be recorded in the Air System technical log (MOD Form 700 or its equivalent). For the MOD Form 700 the specific document is either the current Flight Servicing Certificate (FSC) or the Continuous Operation Crew Charge Certificate.
8. An Aircraft Commander who takes over, or continues to be responsible for, an Air System on Continuous Charge with declared Faults **should** either:
 - a. Certify their acceptance of those Faults, or;
 - b. Declare the Air System unserviceable and return the Air System to the responsible Maintenance organization.

**Guidance
Material
2210(2)**

Continuous Charge Operations

9. Continuous Charge³ is a concept of operations that is Authorized for certain types of Air System, which allows the Air System to perform multiple sorties (undertaken, if necessary, by different crews), while remaining under the responsibility of the Aircraft Commander(s).
10. A period of Continuous Charge starts when the first Aircraft Commander accepts custody of the Air System⁴ and the technical log acceptance certificate is signed (MOD Form 700 or its equivalent). It ends when the final after-flight declaration is completed and custody of the Air System is returned to the Maintenance organization. For the MOD Form 700 these signatures are recorded on the FSC.
11. The Aircraft Commander may physically leave the Air System, but they retain responsibility for the Air System until they are no longer the Aircraft Commander.
12. Continuous Charge operations are only permitted on those types of Air System for which approval has been granted by the respective Type Airworthiness Authority (TAA)⁵.

² Refer to the Manual of Airworthiness Maintenance – Processes (MAM-P) – Chapter 4.1 - Types of Maintenance.

³ Refer to the MAM-P - Chapter 3.2 – Continuous Charge.

⁴ Refer to RA 2301 – Responsibility for an Air System.

⁵ Where the Air System is Civilian-Owned, ownership of regulatory responsibility by either the TAA or Type Airworthiness Manager (TAM) needs to be agreed within the Sponsor's approved model for Type Airworthiness (TAW) management; 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. Dependant on the agreed delegation of TAW responsibilities TAM may be read in place of TAA.