RA 4009 - Aviation Engineering Orders and ►Local◄ Procedures

Rationale

All Stations / ships / units or sites have unique local variations or conditions that need to be considered when implementing Airworthiness Regulations. These local conditions / variations, if not controlled or managed, may have an impact on Air System Airworthiness and / or Risk to Life (RtL) may be increased. ►This RA◄ requires that ►aviation◄ engineering orders ►and / or local procedures◄ are produced and promulgated, to mitigate Hazards associated with local conditions / variations.

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Regulation 4009(1)

Aviation Engineering Orders and ►Local◄ Procedures

4009(1) ►The Chief Air Engineer (CAE)[1, 2] and / or◄ the Military Continuing Airworthiness Manager (Mil CAM)[3] **shall** ensure that local engineering instructions are promulgated in aviation engineering orders and / or ►local◄ procedures.
►Sponsorship of each aviation engineering order and / or local procedure **shall** be clearly documented.◄

Acceptable Means of Compliance 4009(1)

Aviation Engineering Orders and ►Local◄ Procedures

Common AMC

1. The ►aviation engineering◄ orders and / or ►local◄ procedures **should** contain engineering instructions that will take account of any local conditions[4] and provide clarification of any local variations, that will affect the implementation of higher level orders and / or procedures.

2. ►Where Stations / units have Air Systems operated by multiple Mil CAMs[3], or a Mil CAM[3] has Air Systems operating from multiple Stations / units, then the relevant aviation engineering orders and / or local procedures **should** be agreed by all parties and sponsorship clearly defined.◄

3. The ►aviation engineering◄ orders and / or ►local◄ procedures **should not** countermand higher level orders and / or local procedures and **should not** be more permissive[5].

Additional AMC – Military Maintenance Organizations (MMOs) only

4. ►Aviation engineering orders define the manner and / or timing of MMO Maintenance activities on Air Systems or equipment in a specified location. Aviation engineering orders◄ **should** be structured ►in an appropriate manner (for example◄ as Aviation Engineering Standing Orders (AESO) and Aviation Engineering Routine Orders (AERO)).

Additional AMC – Approved Maintenance Organizations (AMOs) only

5. ►Local procedures define the manner and / or timing of AMO Maintenance activities on Air Systems or equipment in a specified location.◄ Local procedures **should** be promulgated in the Maintenance Organization Exposition (MOE).

6. ►AMOs **should** abide by location based aviation engineering orders and / or local procedures where applicable, and as agreed by the sponsor of the aviation engineering orders and / or local procedures. This **should** be documented within the MOE[6].◄

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[1] ►Refer to RA 1023 – Chief Air Engineers – Air Safety Responsibilities.
[2] Accountable Manager (Maintenance) (AM(M)) for civil organizations.◄
[3] Refer to RA 1011 – Military Continuing Airworthiness Manager Responsibilities.
[4] Such as the operation of hangar doors.
[5] Refer to MAA01: MAA Regulatory ►Principles◄ - Chap 4, Para 4.
[6] ►Refer to RA 4816(1): Content of an Maintenance Organization Exposition (MRP 145.A.70(a)).◄

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Common GM

In addition to the requirements of this Regulation, the ►Responsible Post will◄ ensure that the following regulatory requirements, summarized in Table 1, are promulgated as ►aviation engineering◄ orders and / or ►local◄ procedures where applicable:

Table 1. Aviation engineering orders and ►local◄ procedures

►Regulatory Article	Regulation	Responsible Post◄
►RA 1164 – Transfer of UK Military Registered Air Systems	1164(1): Permanent Allotment of UK Military Registered Air Systems between Aircraft Operating Authorities	Mil CAM[3]
	1164(2): Temporary Allotment of UK Military Registered Air Systems between Aircraft Operating Authorities	Mil CAM[3]
	1164(3): Transfer of UK Military Registered Air Systems by Allocation	Mil CAM[3]◄
RA 4051 – Airborne Checks	4051(1): Airborne Checks	►Mil CAM[3]◄
RA 4053 – Royal Flights and Flights for Nominated Very Important Persons	4053(1): Air System Selection and Preparation	►Mil CAM[3]◄
RA 4054 – Ground Handling Operations	4054(1): Ground Handling Operations	►CAE[1] and / or AM(M)[7]◄
RA 4061 – Air Systems Displaying Abnormal Flying Characteristics	4061(1): Investigation of Air Systems Displaying Abnormal Flying Characteristics	►Mil CAM[3]◄
	4061(2): Rogue Aircraft	►Mil CAM[3]◄
RA 4103 – Removal of Body Fluid Contamination from Aircraft	4103(1): ►◄ Removal of Body Fluids	►Mil CAM[3]◄
RA 4213 – Control of Air System Components used in Ground Test Facilities	4213(1): Control of Air System Components used in Ground Test Facilities	►AM(M)[7] and / or Mil CAM[3]◄
RA 4253 – Loose Article Recovery ►◄	4253(1): Loose Article Recovery	►Mil CAM[3]◄
	4253(2): Certification of Air System Release Following Unsuccessful Loose Article Search	►Mil CAM[3]◄
RA 4510 – Ground Running of Aero-Engines and Auxiliary Power Units	4510(1): Ground Running Aero-Engines and Auxiliary Power Units	►CAE[1] and / or Mil CAM[3]◄

[7] ►Refer to RA 4806(1): Accountable Manager (Maintenance) (MRP 145.A.30(a)).◄

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►Regulatory Article	Regulation	Responsible Post◄
RA 4600 – Aircraft Assisted Escape Systems – Safety and Maintenance ►◄	4600(1): Aircraft Assisted Escape Systems Safety Precautions	►CAE[1] and / or Mil CAM[3]◄
	4600(2): Aircraft Assisted Escape Systems Maintenance Responsibilities	►CAE[1] and / or Mil CAM[3]◄
RA 4657 – Weapon Loading and Armed Aircraft Maintenance	4657(1): Armed Aircraft Maintenance	►Mil CAM[3]◄
	4657(2): Weapon Loading Personnel Requirements	►CAE[1] and / or Mil CAM[3]◄
	4657(3): Weapon Loading Training Requirements	►CAE[1] and / or Mil CAM[3]◄

Additional GM – MMOs only

7. Nil.

Additional GM – AMOs only

8. Nil.

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