

RA 4812 - Certification of Air System Release and Component Release (MRP 145.A.50)

Rationale

There is a chain of organizational and individual Responsibility for all Maintenance of military registered Air Systems and components carried out within the Defence Air Environment (DAE). Without a system for recording the Certification and release of all completed Maintenance, Configuration Control could be lost and Risk to Life increased. This RA details the requirement for a Maintenance organization to record the Certification and Release of Air Systems and components from Maintenance.

Contents

Definitions Relevant to this RA

4812(1): Certification of Air System Release (MRP 145.A.50(a))

4812(2): Air System Release for Flight (MRP 145.A.50(b))

4812(3): New Faults (MRP 145.A.50(c))

4812(4): Certification of Component Release and Cannibalization (MRP 145.A.50(d))

4812(5): Deferred and Incomplete Maintenance (MRP 145.A.50(e))

▶ 4812(6): Component Concessions ◀

Definitions

Definitions Relevant to this RA

1. **Tradesperson.** Suitably Competent and authorized staff¹ responsible for executing Air System Maintenance activities. This role may also be known as Support Staff within Approved Maintenance Organizations (AMOs).
2. **Supervisor.** Suitably Competent and authorized staff¹ responsible for carrying out supervision of Tradespersons in the execution of their Maintenance activities. This role may also be known as Support Staff with supervisory responsibilities within AMOs.
3. **Coordinating / Certifying Staff.**² Staff holding Authorization by the Maintenance organization to endorse the appropriate Certification of Air System Release and / or Component Release (Air System coordination / Work Order coordination).

Regulation

4812(1)

4812(2)

Certification of Air System Release (MRP 145.A.50(a))

4812(1) The Certification of Air System Release **shall** be endorsed by appropriately authorized Coordinating / Certifying Staff on behalf of the organization when it has been verified that all Maintenance has been properly carried out by the organization in accordance with (iaw) approved procedures, taking into account the availability and use of the Technical Information (TI)³, and that there are no non-compliances which are known to endanger Air Safety.

Air System Release for Flight (MRP 145.A.50(b))

4812(2) The Certification of Air System Release **shall** be endorsed before flight at the completion of any Maintenance on the Air System.

¹ Refer to RA 4807 – Certifying Staff and Support Staff (MRP 145.A.35).

² Refer to RA 4801(1): Certifying Staff.

³ Refer to RA 4810 – Technical Information (MRP 145.A.45).

**Acceptable
Means of
Compliance
4812(1)
4812(2)**

Certification of Air System Release (MRP 145.A.50(a))

Air System Release for Flight (MRP 145.A.50(b))

Common AMC

4. The person endorsing the Certification of Air System Release and Air System Release for Flight **should** use their normal signature except in the case where electronic Certification is used. Electronic signatures **should** be unique to an individual, provide traceability of Certification and only permit Certification in line with the individuals Authorizations.

Additional AMC - Military Maintenance Organizations (MMOs) only

5. Certification of Air System Release and Air System Release for Flight **should** be recorded using MOD Form 700 or electronic Information System (IS) equivalent⁴ documentation.

Additional AMC - AMOs only

6. The Certification of Air System Release **should** be accompanied by a statement declaring that the work has been carried out iaw the appropriate Regulations, as follows:

a. In the case of Air Systems using the MOD Form 700 as the technical log, this statement is made by virtue of completing the paperwork iaw the relevant processes and the Instructions for Use of each form; no further statement is required.

b. Where alternative documentation is used, the following statement **should** be used: 'Certifies that the work specified except as otherwise specified was carried out iaw MRP Part 145 and in respect to that work the Air System is considered ready for use'.

7. The document on which the Certification of Air System Release is endorsed **should**:

a. Relate to the Maintenance task ordered or the appropriate elements of the Air System Maintenance manual, which itself may cross-refer to other Technical Publications, Special Instructions (Technical) (SI(T)s), etc.

b. Include or refer to the date such Maintenance was carried out and when the Maintenance took place relative to any life or overhaul limitation in terms of date / Flying Hours / cycles / landings etc. as appropriate.

8. When extensive Maintenance has been carried out and the document containing the Certification of Air System Release summarizes this Maintenance, a unique cross-reference to the work package **should** be included. This work package **should** contain full details of Maintenance carried out, retaining any dimensional information.

**Guidance
Material
4812(1)
4812(2)**

Certification of Air System Release (MRP 145.A.50(a))

Air System Release for Flight (MRP 145.A.50(b))

9. The Certification of Air System Release⁵ is the act of completing the final signature / electronic Authorization confirming the completion of the preceding Maintenance processes and every care is to be taken in ensuring that such Certification is correctly endorsed. For Air Systems using the MOD Form 700 as the technical log, the Certification of Air System Release is the signature on the appropriate MOD Form 707B by an appropriately authorized individual. Where authorized, Air System Release for Flight is the signature on the appropriate MOD Form 705.

10. 'Endanger Air Safety' means any instances where safe operation could not be assured or which could lead to an unsafe condition. It typically includes, but is not limited to, significant cracking, deformation, corrosion or failure of primary Structure, any evidence of burning, electrical arcing, significant hydraulic fluid or fuel leakage

⁴ Refer to RA 1223 – Airworthiness Information Management.

⁵ Refer to RA 4961(1): Aircraft Maintenance Programme.

**Guidance
Material**
4812(1)
4812(2)

and any emergency System or total System failure. It does not include any Faults for which rectification has been deferred⁶ by an authorized individual.

11. A Type Airworthiness Authority (TAA)⁷ endorsed electronic system that ensures uniqueness, security and traceability may be used. A Certification stamp is optional.
12. In the case of Air Systems being maintained through traditional civilian aviation Systems, the document on which the Certification of Air System Release is endorsed may be named the 'Certificate of Release To Service'.

Regulation
4812(3)

New Faults (MRP 145.A.50(c))

- 4812(3) New Faults or incomplete Maintenance work orders identified during Air System Maintenance **shall** be brought to the attention of the appropriate engineering manager and / or the Military Continuing Airworthiness Management Organization (Mil CAMO) for the specific purpose of obtaining agreement to rectify such Faults or completing the missing elements of the Maintenance work order. In the case where the appropriate engineering manager and / or the Military Continuing Airworthiness Management Organization (Mil CAM) declines to have such Maintenance carried out under this paragraph, RA 4812(5)⁵ **shall** be applicable.

**Acceptable
Means of
Compliance**
4812(3)

New Faults (MRP 145.A.50(c))

13. Referral to the Mil CAMO **should** take place when the rectification of such Fault or completion of such Maintenance will affect the Air System's availability to the respective Front Line Command.
14. An Air System **should** be considered Unserviceable and therefore requiring Corrective Maintenance (unless such Maintenance is deferred⁵) whenever:
 - a. A Fault is reported to, or detected by, the Maintenance organization.
 - b. A loose article is suspected or confirmed⁸.
 - c. A component / item is cannibalized⁹.

**Guidance
Material**
4812(3)

New Faults (MRP 145.A.50(c))

15. Nil.

Regulation
4812(4)

**Certification of Component Release and Cannibalization
(MRP 145.A.50(d))**

- 4812(4) A document containing the Certification of Component Release **shall** be issued on the following occasions:
- a. At the completion of any Maintenance on a component whilst off the Air System.

Note:

When an AMO maintains a component for its own use, a formal Certificate of Component Release may not be necessary, but the

⁶ Refer to RA 4812(5): Deferred and Incomplete Maintenance (MRP 145.A.50(e)).

⁷ 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.

⁸ **Refer to RA 4253 – Loose Article Recovery.**

⁹ **Refer to RA 4812(4): Certification of Component Release and Cannibalization.**

Regulation 4812(4)

organization's internal release procedures **shall** be defined in the Maintenance Organization Exposition (MOE).

- b. When a component is removed as serviceable from an Air System or assembly.

Note:

Personnel making Airworthiness decisions on behalf of the Mil CAM for the Cannibalization of components from an Air System or assembly **shall** have their Competence assessed and be authorized iaw RA 4945(3)¹⁰.

Acceptable Means of Compliance 4812(4)

Certification of Component Release and Cannibalization (MRP 145.A.50(d))

Common AMC

16. A component which has been maintained off the Air System **should** be endorsed by ►an◄ appropriately authorized¹¹ ►person¹²◄ on a MOD Form 731¹³ or equivalent¹⁴, for such Maintenance, with one exception as detailed in the Regulatory Statement¹⁵.

Additional AMC - MMOs only

17. Cannibalization of components from Air Systems and uninstalled Air System equipment **should** be strictly controlled and documented by appropriately authorized personnel¹¹.

Additional AMC - AMOs only

18. The appropriately-rated AMO **should** ensure that all reasonable measures have been taken to ensure that only approved and Serviceable Air System components are endorsed with a Certification of Component Release. Such Certification **should not** be endorsed for any item when it is known that the item is Unserviceable, except ►:

- a. In the case of an item undergoing a series of Maintenance processes at several Maintenance organizations and a document containing a Certification of Component Release is required to accompany the component to enable an organization to accept the item for subsequent Maintenance processes. In this instance, a clear mark of the component's serviceability (or a Statement of Limitation) **should** be endorsed with the Certification of Component Release.
- b. When an authorized TAA approved Concession approves the use of the component¹⁶. ◄

19. The Certification of Component Release endorsed iaw this Regulation **should** be annotated with a statement confirming that the item has been inspected. In addition, the following **should** be specified:

- a. When the last Maintenance was carried out and by whom.
- b. If the component is unused, when the component was manufactured and by whom with a cross reference to any original documentation, which **should** be included with the certificate.
- c. A list of all Airworthiness Directives (ADs) / SI(T)s, Repairs and Modifications known to have been incorporated or, if no ADs / SI(T)s, Repairs or Modifications are known to be incorporated, then this **should** be so stated.
- d. Detail of life used for service life limited components being any combination of fatigue, overhaul or storage life.

¹⁰ Refer to RA 4945(3): Personnel Competence and MRP Part M Authorization.

¹¹ Refer to RA 4806(5): Personnel Competences and Authorization (MRP 145.A.30(d)).

¹² ►Refer to RA 4806(9): Component Certifying Staff (MRP 145.A.30(i)).

¹³ Refer to MOD Form 731 - Equipment Conditioning Label. ◄

¹⁴ Refer to RA 4809(1): Component Classification (MRP 145.A.42(a)).

¹⁵ Refer to the note to RA 4812(4)a (MRP 145.A.50(d)a).

¹⁶ ►Refer to RA 4812(6): Component Concessions. ◄

**Acceptable
Means of
Compliance
4812(4)**

e. Details, if applicable, of the Air System component's Maintenance history record, as long as the record contains details that would otherwise be required on the Certificate of Component Release. The Maintenance history record and acceptance test report or statement, if applicable, **should** be attached to the Certificate of Component Release.

Note:

Where the Certification of Component Release is endorsed on a MOD Form 731, completed iaw the appropriate Instructions for Use, it meets the requirements of paragraph 19.

New / Unused Air System components - AMOs only

20. If a Certification of Component Release is to be endorsed for a stored and unused Air System component without an existing Certification of Component Release endorsed iaw this Regulation, the following **should** be contained within the procedure for endorsing the Certification of Component Release, which **should** be defined within the MOE:

- a. An acceptance test report or statement **should** be available for all used and unused Air System components that are subjected to acceptance testing after manufacturing or Maintenance.
- b. The Air System component **should** be inspected for compliance with the manufacturer's instructions and limitations for storage and condition, including any requirement for limited storage life, inhibitors, controlled climate and special storage containers. In addition, or in the absence of specific storage instructions, the Air System component **should** be inspected for damage, corrosion and leakage to ensure good condition.
- c. The storage life used of any storage life limited components **should** be established.
- d. If it is not possible to establish satisfactory compliance with all applicable conditions specified in sub-paragraphs 20.a to 20.c inclusive, the Air System component **should** be disassembled by an appropriately rated AMO and subjected to a check for incorporated ADs / SI(T)s, Repairs and Modifications and inspected / tested iaw the manufacturer's Maintenance instructions to establish satisfactory condition and, if relevant, all seals, lubricants and life limited components replaced. On satisfactory completion after reassembly, a Certification of Component Release may be endorsed stating what was carried out and the reference of the manufacturer's Maintenance instructions included.

21. The Certification / release of a stored but unused Air System component iaw paragraph 20 **should** be considered as a Maintenance release under MRP Part 145 and not a production release. It is not intended to bypass a production release procedure agreed by the MAA for components intended for fitment on the manufacturer's own production line.

Components removed as serviceable from an Air System - AMOs only

22. If a Certification of Component Release is to be endorsed for a Serviceable Air System Component removed from a UK military registered Air System, the following **should** be complied with:

- a. The AMO **should** ensure that the component was removed from the Air System by an appropriately authorized¹¹ person.
- b. The Air System component **should** only be deemed serviceable if there were no Faults of that component / related system evident during its most recent period of operation.
- c. The Air System component **should** be inspected for satisfactory condition including in particular damage, corrosion or leakage and compliance with any additional manufacturer's Maintenance instructions.
- d. The Air System Maintenance records **should** be researched for any unusual events that could affect the serviceability of the Air System component such as involvement in Accidents, Incidents, heavy landings or lightning strikes.

**Acceptable
Means of
Compliance
4812(4)**

Under no circumstances **should** a Certification of Component Release be endorsed if it is suspected that the Air System component has been subjected to extremes of stress, temperatures or immersion.

- e. A Maintenance history record **should** be available for all used serialized Air System components.
- f. Any Modification embodiment and previous Repairs **should** be established.
- g. The flight hours / cycles / landings as applicable of any service life limited components including time since overhaul **should** be established.
- h. Compliance with known applicable ADs / SI(T)s **should** be established.
- i. Any Maintenance required by the TAA or Mil CAM **should** be carried out (for example, a Standard Serviceability Test).
- j. The document containing the Certification of Component Release **should** contain the information as specified in paragraph 20, including the identification of the Air System from which the Air System component was removed.

23. Certification of Component Release for serviceable Air System components removed from any Air System other than a UK military registered Air System **should** only be endorsed if the components are leased or loaned from a Maintenance organization approved under MRP Part 145, who retains control of the Airworthiness status of the components.

Components removed from an Air System withdrawn from service - AMOs only

24. If a Certification of Component Release is to be endorsed for a Serviceable Air System component removed from a UK military registered Air System withdrawn from service, the following **should** be complied with:

- a. Air Systems withdrawn from service and dismantled for spares **should** only be accomplished under the control of an AMO, employing procedures approved by the MAA.
- b. To be eligible for installation, components removed from such Air Systems **should** be endorsed with a Certification of Component Release by an appropriately rated AMO following a satisfactory assessment, as detailed in this AMC.
- c. As a minimum, the assessment **should** satisfy the standards set out in paragraphs 22 and 23, as appropriate. This **should**, where known, include the possible need for the alignment of Preventive Maintenance that may be necessary to comply with the Maintenance programme applicable to the Air System on which the component is to be installed.
- d. The AMO responsible for certifying any removed components **should** satisfy itself that the manner in which the components were removed and stored are compatible with the requirements of MRP Part 145.
- e. A structured plan **should** be formulated to control the Air System disassembly process. The disassembly **should** be carried out by an appropriately rated AMO, under the supervision of Coordinating / Certifying Staff, who **should** ensure that the Air System components are removed and documented in a structured manner in accordance with the appropriate TI and disassembly plan.
- f. All recorded Air System Faults **should** be reviewed and the possible effects these may have on both normal and standby functions of removed components are to be considered.
- g. Dedicated control documentation **should** be used as detailed by the disassembly plan, to facilitate the recording of all Maintenance actions and component removals performed during the disassembly process. Components found to be Unserviceable **should** be identified as such and quarantined pending a decision on the actions to be taken. Records of the Maintenance accomplished to establish serviceability **should** form part of the component Maintenance history.

**Acceptable
Means of
Compliance
4812(4)**

h. Suitable MRP Part 145 facilities for the removal and storage of removed components **should** be used, which include suitable environmental conditions, lighting, access equipment, Air System tooling and storage facilities for the work to be undertaken. While it may be acceptable for components to be removed, given local environmental conditions, without the benefit of an enclosed facility, subsequent disassembly (if required) and storage of the components **should** be iaw manufacturer's recommendations.

Components maintained by organizations without MAA approval - AMOs only

25. When an AMO subcontracts Maintenance activities to a non-MRP Part 145 organization the Subcontracted organization's facilities, personnel and procedures involved with the AMO's Products, Parts and Appliances undergoing Maintenance **should** be subsumed into the AMO. These Subcontracted facilities, personnel and procedures **should** work under the contracting AMO's Quality System and the AMO's MRP Part 145 Approval is effectively extended to include the subcontractor.

26. It therefore follows that those parts of the subcontractor's facilities, personnel and procedures **should** meet MRP Part 145 requirements for the duration of that Maintenance. It remains the contracting AMO's Responsibility to ensure such requirements are satisfied, as it retains Accountability for all actions and outputs of the Subcontracted organization.

27. All Subcontracted organizations **should** be listed within the contracting AMO's Maintenance Organization Exposition.

28. If a Certification of Component Release is to be endorsed for a component maintained by a Maintenance organization without MRP Part 145 Approval, the Accountable Manager (Maintenance) **should** establish satisfactory conditions by ensuring that:

- a. The Subcontracted Maintenance organization carrying out the component Maintenance is listed in the AMO's MOE¹⁷.
- b. The Competency of the Subcontracted Maintenance organization has been assessed¹⁸.
- c. Procedures are in place to control the use of subcontractors, which **should** include sample audits¹⁹.

Components removed from an Air System involved in an accident or incident - AMOs only

29. Components removed from Air Systems involved in an Accident or Incident (including, but not limited to heavy landings and lightning strikes) **should** only be endorsed with a Certification of Component Release when processed iaw paragraph 22 and a specific work order including all additional tests and inspections made necessary by the Accident or Incident. Such a work order may require input from the TAA or MAA-approved Design Organization, as appropriate. This work order **should** be referenced with the Certification of Component Release.

**Guidance
Material
4812(4)**

Certification of Component Release and Cannibalization (MRP 145.A.50(d))

Common GM

30. The MOD Form 731 or equivalent²⁰ are the only documents upon which the Certification of Component Release can be made. They serve as an official certificate for items released from an AMO or MMO to users. The Certification of Component Release is not a delivery or shipping note.

¹⁷ Refer to RA 4816 – Maintenance Organization Exposition (MRP 145.A.70) - Approved Maintenance Organizations only.

¹⁸ Refer to RA 1005 – Contracting with Competent Organizations.

¹⁹ Refer to RA 4817(1): Privileges of the Organization (MRP 145.A.75(a)), paragraph 5.

²⁰ Refer to RA 4809 – Acceptance of Components (MRP 145.A.42).

**Guidance
Material
4812(4)****Additional GM - MMOs only**

31. Personnel endorsing the Certification of Component Release must comply with the Maintenance policy of the items concerned, as specified in the item's specific TI and any other instructions issued by the appropriate TAA .
32. Items will be endorsed with a Certification of Component Release:
 - a. Prior to transfer between Maintenance organizations.
 - b. Prior to movement within the same Maintenance organization from one work location to another, for the purpose of further Maintenance or reinstallation.
 - c. When the item is the subject of Cannibalization and is transferred between a Station, Ship or Unit.
 - d. Prior to return to the supply / logistic organization for whatever reason.
33. The person endorsing the Certification of Component Release for an item ►will◀ ensure that the item is correctly prepared for subsequent movement or storage on Unit.
34. Removal of components as Serviceable from an Air System for Cannibalization purposes will only be authorized when all of the following circumstances apply:
 - a. The item is required urgently to restore another Air System to serviceability.
 - b. Engineering or supply personnel, as appropriate, have checked all possible sources of uninstalled spares on the Station / Ship / Unit, considered local manufacture²⁰, Repair or local purchase.
 - c. A logistics demand of the appropriate priority has been placed and the delivery forecast is such that the item will not be available within the required timescale.
 - d. Where possible, if the component is to be transferred between lifed assemblies, including engines, the residual life on the item fitted is to be at least equal to that of the item being removed.

Additional GM - AMOs only

35. The purpose of the Certification of Component Release is to:
 - a. Release assemblies / items / components / parts (referred to throughout this Regulation as 'item(s)') after Maintenance.
 - b. Allow items removed from one Air System or Air System component to be fitted to another Air System or Air System component following Cannibalization.
36. The Certification of Component Release for a component does not remove the need for further Certification²¹ to be carried out in regard to a component being installed properly on the Air System when such action occurs.
37. In addition to the Certification of Component Release for a component maintained by the organization, an appropriately rated organization under MRP Part 145 may also endorse a Certification of Component Release for an Air System component on the following occasions, as detailed in the AMC to this Regulation:
 - a. A component maintained before the Maintenance Approved Organization Scheme became effective or manufactured before the Design Approved Organization Scheme became effective.
 - b. A component used on an Air System and removed in a serviceable condition (a process known in the DAE as Cannibalization).
 - c. A component removed from an Air System which has been withdrawn from service, or from an Air System which has been involved in abnormal Occurrences such as Accidents, Incidents, heavy landings or lightning strikes.

²¹ Refer to RA 4812(1): Certification of Air System Release (MRP 145.A.50(a)) and RA 4812(2): Air System Release for Flight (MRP 145.A.50(b)).

**Guidance
Material
4812(4)**

d. Components maintained by an organization not approved under MRP Part 145.

38. The certificate containing the Certification of Component Release may be used as a rotatable tag / label by utilizing the available space for any additional information and despatching the item with 2 copies of the certificate so that one copy may be eventually returned with the item to the Maintenance organization. The alternative solution is to use existing rotatable tags / label and also supply a copy of the certificate.

39. For the purposes of this Regulation, 'appropriately rated' means an organization with an Approval class rating for the Air System, type of component or uninstalled Air System equipment in which it may be installed.

**Regulation
4812(5)**

Deferred and Incomplete Maintenance (MRP 145.A.50(e))

4812(5) By derogation to RA 4812(1)²², an organization may endorse a Certification of Air System Release on the following occasions:

- a. When an appropriately authorized individual agrees to defer outstanding corrective or preventive Maintenance. Such Maintenance **shall** only be deferred if considered justifiable and safe.
- b. When an AMO is unable to complete all Maintenance ordered, it may endorse a Certification of Air System Release within the approved Air System limitations. The organization **shall** enter such fact on the document containing the Certification of Air System Release before its issue.

Note:

Personnel making Airworthiness decisions on behalf of the Mil CAM for the deferment of outstanding Corrective or Preventative Maintenance **shall** have their Competence assessed and be authorized iaw RA 4945(3)¹⁰.

In all instances, details of any deferred or incomplete Maintenance **shall** be entered in the technical log by appropriately authorized individuals, who have made the judgement that the Air System is safe to fly, with appropriate limitations and constraints caveated, despite incomplete Maintenance.

**Acceptable
Means of
Compliance
4812(5)**

Deferred and Incomplete Maintenance (MRP 145.A.50(e))

Common AMC

40. Nil.

Additional AMC - MMOs only

41. Out-of-limit Faults and damage **should** be notified to the Mil CAMO²³ using processes that are documented in the relevant Continuing Airworthiness Management Exposition (CAME).

42. In cases where a Fault or damage is not recognized in the Air System Document Set or TI, the Mil CAMO **should** be notified using processes that are documented in the relevant CAME.

²² Refer to RA 4812(1): Certification of Air System Release (MRP 145.A.50(a)).

²³ Refer to RA 4947(1): Military Continuing Airworthiness Management Organization Responsibilities.

**Acceptable
Means of
Compliance
4812(5)**

Additional AMC - AMOs only

43. If an appropriately authorized individual agrees to the deferment of Maintenance, then details of the deferment, including, where applicable, reference to such Approval for deferment, **should** be entered in the technical log (eg MOD Form 700) and sanctioned by an authorized individual.

Note:

Whether or not the individual authorizing the deferment has such authority to defer Maintenance is an issue between the organization and the contracting organization²⁴, where applicable. In case of doubt concerning such a decision the AMO **should** inform the Mil CAMO of such doubt, before releasing the Air System.

44. The procedure for complying with this Regulation **should**:

- a. Draw attention to the fact that RA 4812(1)²² does not normally permit the endorsement of the Certification of Air System Release in the case of non-compliance.
- b. State what action the Tradesperson, Supervisor and Coordinating / Certifying Staff are required to take to bring the matter to the attention of the Mil CAMO, so that the issue may be discussed and resolved with the Mil CAMO.
- c. Ensure that the appropriate person(s)²⁵ is kept informed in writing of such possible non-compliance situations.

**Guidance
Material
4812(5)**

Deferred and Incomplete Maintenance (MRP 145.A.50(e))

Common GM

45. On occasions when a Maintenance activity cannot comply with relevant TI, or there is insufficient resource, the Maintenance will remain incomplete. However, an operational requirement may necessitate a Maintenance activity being completed prior to resources becoming available or prior to an approved and promulgated TI amendment being issued³ by the TAA. In such cases, the Mil CAM will be consulted for deferment of such Maintenance and / or deviation from the TI.

46. Deferring Maintenance and deviating from TI carries Risk. When considering deferment or deviation, the authorized individual will assess the associated Risks and consider all factors that will mitigate the Risk and ensure the Air System is airworthy. The mitigating factors will be adequately documented in the appropriate Maintenance work order.

Additional GM - MMOs only

47. Nil.

Additional GM - AMOs only

48. Where the Military Authorization system is adopted by an AMO, the Authorization to defer Maintenance ►will◀ be controlled²⁴.

49. Being unable to establish full compliance with RA 4812(1)²² means that the Maintenance required by the Air System operator could not be completed due either to running out of available Air System Maintenance downtime for the scheduled check or by virtue of the condition of the Air System requiring additional Maintenance downtime.

50. The purpose of this Regulation is to govern the situation when a Mil CAM permits an AMO to endorse a Certification of Air System Release, but further Maintenance is required before the Air System can be declared Serviceable.

²⁴ Refer to RA 1006 – Delegation of Engineering Authorizations.

²⁵ Refer to RA 4806(2): Personnel Responsible to the Accountable Manager (Maintenance) (MRP 145.A.30(b)).

**Regulation
4812(6)**

► Component Concessions

- 4812(6) By derogation to RA 4812(4)⁹, an organization may endorse a Certification of Component Release when the relevant Commodity Chief Engineer and / or TAA approves a Concession. In such circumstances:
- a. The Concession **shall** detail and fully accept the specific Fault and / or incomplete Maintenance to which it relates.
 - b. A copy of the approved Concession **shall** accompany the component and be referenced on the applicable component Engineering Record Card (eg MOD Form 700 or electronic IS equivalent).
 - c. Components with Concessions **shall** only be installed into Air Systems for which the Concession is approved by the relevant TAA.
 - d. Once satisfactorily installed into the Air System an authorized copy of the Concession **shall** be entered into the Air System technical log (eg MOD Form 700 or electronic IS equivalent).
 - e. When the Concession granted imposes a limitation on Air System operation, the Maintenance organization **shall** record details of any such limitation into the Air System's Limitations Log (MOD Form 703) or electronic IS equivalent⁴.

**Acceptable
Means of
Compliance
4812(6)**

Component Concessions

Common AMC

51. Applications for Concessions **should** be documented and submitted to the appropriate Delivery Team.
52. Mil CAMOs **should** monitor and control all Concessions for their Air Systems²⁶.
53. Where a component's Concession imposes a limitation to Air System operation the Limitation Log entry **should** make direct reference to the Concession by its reference number.

Additional AMC - MMOs only

54. Nil.

Additional AMC - AMOs only

55. The organization **should** detail within its MOE how it will control Concessions in its procedures¹⁷.

²⁶ ► Refer to RA 4963 – Modifications and Repairs - MRP Part M Sub Part C. ◀

**Guidance
Material
4812(6)**

Component Concessions

Common GM

56. Nil.

Additional GM - MMOs only

57. Nil.

Additional GM - AMOs only

58. Nil. ◀