

RA 4961 - Aircraft Maintenance Programme and Military Continuing Airworthiness Management Organization Responsibilities for Air System Release - MRP Part M Subpart C

Rationale

The Type Airworthiness Authority (TAA)¹ publishes the Air System Maintenance requirements in the Air System Technical Information (TI). If these requirements are not carried out, the Airworthiness of the Air System may be compromised. **This RA** requires the Military Continuing Airworthiness Management Organization (Mil CAMO) to use an Aircraft Maintenance Programme (AMP) to ensure all necessary Air System Corrective and Preventive Maintenance is carried out before flight. This requires consideration of several factors, including the environment the Air System is operated in. Where this is not possible, the Maintenance is to be formally deferred by a Competent and authorized individual who has assessed the Air System as airworthy.

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Regulation 4961(1)

Aircraft Maintenance Programme

4961(1) The Military Continuing Airworthiness Manager (Mil CAM) **shall** ensure all Air Systems identified in their Continuing Airworthiness Management Exposition (CAME) are maintained to the requirements of the applicable TI.

Acceptable Means of Compliance 4961(1)

Aircraft Maintenance Programme

1. The **Mil CAM** **should** ensure that each Air System's Maintenance is planned using an AMP. The AMP **should** detail all the Maintenance requirements for that Air System, including as a minimum:
 - a. TAA approved Maintenance schedules².
 - b. Other TAA produced TI (including Special Instructions (Technical³)).
 - c. Locally produced TI (including Mil CAMO Instructions⁴).
 - d. Environmental factors².
 - e. Embodiment of Modifications.
 - f. Deferred Corrective Maintenance requirements that have been identified.
2. The **Mil CAM** **should** have a **procedure**⁵ for continually maintaining the AMP **and checking its effectiveness**. The **procedure** **should** ensure the AMP is compliant with the applicable TI and in concurrence with the protocols required by the TAA⁶.
3. Where the operating environment may affect the Continuing Airworthiness of the Air System and no mitigating action is included in the TI, the Mil CAMO **should**

¹ **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.**

² **Including body fluid removal, refer to RA 4103 – Removal of Body Fluid Contamination from Aircraft.**

³ Refer to RA 4962 – Special Instructions (Technical) – MRP Part M Subpart C.

⁴ Refer to RA 4966 – Military Continuing Airworthiness Management Organization Instructions – MRP Part M Sub Para C.

⁵ Refer to RA 4943 – Continuing Airworthiness Management Exposition – MRP Part M Subpart G.

⁶ Refer to RA 5320 – Air System Maintenance Schedule – Design **and Validation**.

**Acceptable
Means of
Compliance
4961(1)**

consult with the TAA to determine appropriate mitigating activity for subsequent inclusion in the AMP.

4. The ►Mil CAM◀ **should** agree the AMP work package content with the relevant Maintenance organization and ensure its satisfactory completion before flight.

**Guidance
Material
4961(1)**

Aircraft Maintenance Programme

Producing the AMP

5. The AMP is a planning system that may be managed through a series of tools incorporating different levels of detail (eg combining a high-level fleet plan, a more detailed long forecast and a highly detailed short forecast). The AMP as a whole needs to be of sufficient detail to ensure an Air System does not fly without completing or formally deferring each serial of Maintenance that is due.

6. Flight Servicing is considered to be Preventive Maintenance, which is to be managed according to the principles laid out in this Regulation and hence described in the AMP.

7. In addition to the minimum requirements at paragraph 1, the AMP may include elements such as Ageing Air System Audits, specific integrity inspection programmes, sampling requirements and any other actions the Mil CAMO or TAA require to ensure the Airworthiness of the Air System.

8. For Air Systems not operating in the Service Environment►7◀ it is accepted that the TAA may not publish all Air System Maintenance requirements. In such circumstances the Sponsor of the Air System will ►conduct Assurance to confirm◀ that appropriate Air Safety arrangements are in place►7◀ and where necessary the TAA will ensure that the operator receives all relevant TI►7◀.

Review

9. ►The Mil CAM may check the effectiveness of the AMP through a number of different processes, such as◀ the Military Airworthiness Review ►procedures◀, other Mil CAMO tasks, the condition of individual Air Systems, product sampling, sample checks, receipt checks from Depth and the condition of the fleet as a whole.

**Regulation
4961(2)**

**Military Continuing Airworthiness Management Organization
Responsibilities Prior to the Release of an Air System**

4961(2) The ►Mil CAM◀ **shall** ensure all planned Corrective and Preventive Maintenance has been completed and documented prior to an Air System being Released for Flight.

**Acceptable
Means of
Compliance
4961(2)**

**Military Continuing Airworthiness Management Organization
Responsibilities Prior to the Release of an Air System**

10. The ►Mil CAM◀ **should** ensure that prior to an Air System being released for Flight, all Corrective and Preventive Maintenance due before the end of the planned Period of Operation has been completed and documented in the Air System technical log⁸.

11. The ►Mil CAM◀ **should** have ►a procedure◀ in place to ensure all tasks have been completed prior to flight.

12. ►The Mil CAM **should** ensure appropriate loose article recovery actions have been completed prior to flight, if required⁹.◀

13. Where extensions to Preventive Maintenance are permitted by the applicable TI, the ►Mil CAM◀ **should** detail the ►◀ procedures for assessing the Airworthiness impact and recording¹⁰ the applied latitude. This **should** include as a minimum:

⁷ ►Refer to RA 1163 – Air Safety Governance Arrangements for Special Case Flying Air Systems.◀

⁸ Refer to RA 4964(1): Continuing Airworthiness Record Keeping.

⁹ ►Refer to RA 4253 – Loose Article Recovery.◀

¹⁰ In the MOD Form 700 / Air System technical log.

**Acceptable
Means of
Compliance
4961(2)**

- a. Why the deferment applies.
- b. Why the deferment does not compromise Airworthiness¹¹.
- c. When the Maintenance is to be conducted.
- d. The Competent¹² and authorized individual who approved the decision.

14. Where Corrective Maintenance or Faults that exceed the limits laid down in TI are deferred, the ►Mil CAM◄ **should** detail the ►◄ procedures for assessing the Airworthiness impact and recording⁵ the applied latitude as described in paragraph ►13◄.

**Guidance
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4961(2)**

Military Continuing Airworthiness Management Organization Responsibilities Prior to the Release of an Air System

15. Following the Certification of Air System Release¹³, a check that there is no more Maintenance outstanding before the end of the next flight needs to be carried out and recorded by a suitably Competent Person.
16. For Maintenance organizations using MOD Form 700 Series paperwork►14◄ to record Air System Maintenance, the requirement for recording the check outlined in paragraph ►15◄ is met through co-ordination of the documentation using the MOD Form 705.
17. If anticipating Maintenance, the Mil CAMO will consider any Airworthiness Risk that may be inadvertently introduced.
18. Individuals deferring Preventive Maintenance are subject to the appropriate Competence requirements¹².

**Regulation
4961(3)**

Reliability Programme

4961(3) The Mil CAM **shall** ensure all Air Systems identified in their CAME are subject to a reliability programme.

**Acceptable
Means of
Compliance
4961(3)**

Reliability Programme

19. If the reliability programme identifies Airworthiness Risks due to applying the Preventive Maintenance periodicity in the TI, the ADH / AM (MF) and the TAA **should** be informed.

**Guidance
Material
4961(3)**

Reliability Programme

20. The reliability programme's principal use is to validate the Preventive Maintenance periodicity in the TI. Where the TI is not optimal, the Mil CAMO can propose amendments and additions to existing Maintenance programmes to the TAA.
21. The Mil CAMO undertakes trending and analysis of Maintenance data as part of a reliability programme. This will enable it to act upon Faults and arising rates, deferred Fault trends, etc ►◄ to highlight and address any concerns proactively.
22. The data gathered may show that efficiency savings can be made by increasing the periodicity of Preventive Maintenance. This information and data can be shared with the TAA who may use it as evidence to adjust the TI. The AMP is not to be updated to incorporate these changes without the approval of the TAA.

¹¹ Refer to RA 4947 – Continuing Airworthiness Management – MRP Part M Subpart G. In particular, note the requirement in AMC to RA 4947(1)f to inform the Aviation Duty Holder (ADH) or Accountable Manager (Military Flying) (AM(MF)) of significant aspects of Maintenance that cannot be carried out.

¹² Refer to RA 4806(5): Personnel Competences and Authorization (MRP 145.A.30 (e)) and RA4807(2): Certification and Supervisory Authorizations (MRP 145.A.35(b)).

¹³ Refer to RA 4812 – Certification of Air System Release and Component Release (MRP 145.A.50).

¹⁴ ►Refer to the Manual of Airworthiness Maintenance - Documentation (MAM-D)
<https://www.gov.uk/government/publications/manual-of-airworthiness-maintenance-documentation-mam-d>◄

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