

RA 4974 - Circumstances when Military Airworthiness Review Certificates Become Invalid - MRP Part M Subpart I

Rationale

Under certain conditions or direction, Military Airworthiness Review Certificates (MARC) are to be rendered invalid or revoked ►◄ to prevent further flying. When an Air System's configuration or Airworthiness is unknown, revoking its MARC is vital, to ensure Air Safety is not compromised and Risk to Life (RtL) therefore minimized.

► This RA ◄ details the requirement when an Air System's Military Airworthiness Review becomes invalid.

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Regulation 4974(1)

Circumstances when Military Airworthiness Review Certificates Become Invalid

- 4974(1) A MARC **shall** become invalid if:
- Revoked by the Military Continuing Airworthiness Manager (Mil CAM) or MAA.
 - The Air System is registered as inactive on the UK Military Aircraft Register.
 - Its validity date is exceeded.
 - The Air System is not under the management of a Military Continuing Airworthiness Management Organization (Mil CAMO).
 - The Type Certificate becomes invalid or is revoked.

Acceptable Means of Compliance 4974(1)

Circumstances when Military Airworthiness Review Certificates Become Invalid

- A MARC **should** be revoked if:
 - The Air System does not remain in conformity with the approved design, unless otherwise approved in accordance with MAA Regulatory Publications.
 - The Air System has been operated beyond the limitations of the Air System Documentation Set (ADS), without appropriate action being taken.
 - The Air System has been involved in an Accident or Incident that affects the Airworthiness of the Aircraft, without subsequent appropriate action to restore Airworthiness.
 - A Modification or Repair has not been approved according to Design Approved Organization Scheme requirements¹, ► or Modification / repair ◄ procedures detailed within the ADS provided by the Type Airworthiness Authority ►²◄ (TAA).
 - The Air System has gone through a Mark conversion programme with a corresponding new Type Certificate being issued.

¹ Refer to RA 1005 – Contracting with Competent Organizations.

² ► 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. ◄

**Acceptable
Means of
Compliance
4974(1)**

2. The ► **Mil CAM** ◀ **should** inform the appropriate authorities (MAA ►³◀ and TAA) when a MARC is revoked.

**Guidance
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3. It is acceptable for the MARC of an Air System to lapse (eg in storage, extended Maintenance) however, flight restrictions⁴ will apply.

³ ► Refer to RA 1161 – Military Registration of Air Systems Operating within the Defence Air Environment. ◀

⁴ Refer to RA 1016 – Military Continuing Airworthiness Management.