

NPA/24/14

Title of Proposal: Review of RA 1011 – Military Continuing Airworthiness Manager Responsibilities, RA 1016 – Military Continuing Airworthiness Management & RA 1023 – Chief Air Engineers.

RA(s) or Manual Chapter(s): RA 1011, RA 1016 & RA 1023

Organizations and / or business sectors affected: All RC with Continuing Airworthiness within their AoR

RFC Serial No: MAA/RFC/2020/062, 2020/075, 2020/133, 2020/141, 2020/154, 2021/016, 2021/044, 2021/088, 2021/108, 2021/181, 2022/027, 2022/055, 2022/188, 2022/225, 2022/241, 2022/256, 2023/003, 2023/182, 2023/219, 2023/237, 2024/027, 2024/060

MAA Author

Post	Name	Rank	Signature
DSA-MAA-Reg-Eng-4900	Redacted	Redacted	Redacted - Original Signed

MAA Supervisor

Post	Name	Rank	Signature
DSA-MAA-Reg-Eng	Redacted	Redacted	Redacted - Original Signed

MAA Independent

Post	Name	Rank	Signature
DSA-MAA-Reg-Eng-1200	Redacted	Redacted	Redacted - Original Signed

MAA LegAd (if required)

Post	Name	Rank	Signature
N/A	N/A	N/A	Choose an item.

Cross-references to Other Documents or Relevant Sources

Other MRP Amendments: N/A

Service Inquiry Recommendations: N/A

AAIB Recommendations: N/A

Other Investigation Recommendations: N/A

Any Other Document: N/A

Feedback Notes for the Regulated Community

The Regulated Community are invited to offer feedback about the proposed amendment in the following areas:

- Air or Flight Safety impact
- Operational impact
- Errors or omissions

- Timescale for implementation
- Cost of implementation
- Amendment to internal processes/orders
- Resourcing the outcome of change
- (Contract amendments because of the change)

The format for feedback is available within a single Excel Template file on both internal and external MAA websites; it is important to use this format to ensure that your responses are considered and answered correctly.

Summary of Proposed Amendment

Objective: To bring the stated RA’s up to date due to terminology and organizational changes as well as the incorporation of RFC’s.

Changes made: 1011 - Minor changes have been made to embody extant RFCs and improve the harmonisation of terminology with other related areas of the MRP.

1016 - Minor changes have been made to embody extant RFCs and improve the harmonisation of terminology with other related areas of the MRP. With regard to RPAS, relevant references have been updated to reflect the refresh of the RA1600 series and the introduction of the RPAS manual. Clarifications have been made within AMC that any SQEP deficiencies for MilCAMs supporting AM(MF)s should be authorised by the MAA via waiver, more closely aligning with RA1002.

1023 - Several changes have been made to how the responsibilities of ODH CAEs are articulated particularly with regard to the appointment of DDH CAEs and identification of ‘appointed Level J and Level K posts’. The SQEP criteria definition for previous experience required for CAEs has been adjusted to better align with current Defence career management policy

Impact Assessment: Minimal

Consultation Period Ends: 03/05/2024

The consultation period for this proposed amendment ends on the stated date. Please send your feedback, using the Response Form, via email to DSA-MAA-MRPEnquiries@mod.gov.uk

MAA Approval

Post	Name	Rank	Signature
DSA-MAA-OpAssure-Eng-DepHd	Redacted	Redacted	Redacted - Original Signed

RA 1011 – Military Continuing Airworthiness Manager Responsibilities

Rationale

To maintain their Airworthiness, military registered Air Systems are required to be managed by an MAA approved Military Continuing Airworthiness Management Organization (Mil CAMO) ¹. Failure to lead and manage the Mil CAMO, including any delegated responsibilities, may compromise the Airworthiness of an Air System and undermine Air Safety. RA 1011 requires a Military Continuing Airworthiness Manager² (Mil CAM) to be the head of the Mil CAMO and details the Mil CAM's responsibilities for managing all Continuing Airworthiness (CAW) activity for the military registered Air System(s) operated within their Area of Responsibility (AoR).

Contents

1011(1): Responsibilities of the Military Continuing Airworthiness Manager

Regulation 1011(1)

Responsibilities of the Military Continuing Airworthiness Manager

- 1011(1) The Mil CAM **shall** lead the Mil CAMO and **shall** retain Responsibility for:
- All MRP Part M Sub Part C - CAW requirements.
 - All MRP Part M Sub Part G - Mil CAMO requirements.
 - All MRP Part M Sub Part I - Military Airworthiness Review Certificate (MARC) requirements.
 - CAW Assurance activity as detailed elsewhere in the MRP.

Acceptable Means of Compliance 1011(1)

Responsibilities of the Military Continuing Airworthiness Manager

1011(1)a - MRP Part M Sub Part C - CAW requirements

- For all Air Systems identified in the Continuing Airworthiness Management Exposition (CAME)³ the Mil CAM **should**:
 - Establish and sustain an Aircraft Maintenance Programme⁴ to ensure all corrective and Preventive Maintenance is carried out before flight.
 - Utilize the data produced by a Reliability Programme⁴ to maintain or improve Safety and operational performance.
 - Ensure ► the requirements of ◀ all Special Instructions (Technical)⁵ (SI(T)) are ► fulfilled ◀ as required by the Type Airworthiness Authority (TAA) or Commodity Delivery Team (DT).
 - Ensure all Modifications and Repairs⁶ are correctly embodied in accordance with their Technical Instructions.
 - Manage CAW records⁷ in order to enable the completion and Assurance of Mil CAMO responsibilities⁸.

1011(1)b - MRP Part M Sub Part G - Mil CAMO requirements

- The Mil CAM **should** manage and oversee all CAW activity conducted by the Mil CAMO including:

¹ Refer to RA 1016 – Military Continuing Airworthiness Management.

² Refer to RA 1020 – Aviation Duty Holder ►◄ - Roles and Responsibilities Para ► 1f. ◄

³ Refer to RA 4943 – Continuing Airworthiness Management Exposition – MRP Part M Sub Part G.

⁴ Refer to RA 4961 – Aircraft Maintenance Programme and Military Continuing Airworthiness Management Organization Responsibilities for Air System Release – MRP Part M Sub Part C.

⁵ Refer to RA 4962 – Special Instructions (Technical) – MRP Part M Sub Part C and RA 5405 – Special Instructions (Technical).

⁶ Refer to RA 4963 – Modifications and Repairs – MRP Part M Sub Part C.

⁷ Refer to RA 4964 – Continuing Airworthiness Management Records – MRP Part M Sub Part C.

⁸ Refer to RA 4947 – Continuing Airworthiness Management – MRP Part M Sub Part G.

**Acceptable
Means of
Compliance
1011(1)**

- a. The application for initial Mil CAMO approval, and thereafter monitoring its continual compliance with MRP Part M, Sub Parts C⁹ and G¹⁰.
 - b. Ensuring that the CAME³ contains: all relevant platform and organization information; CAW ► **processes** ◄; a detailed description of its Quality ► **Management** ◄ System; contracted Maintenance arrangements and a comprehensive understanding of its Military Airworthiness Review (Mil AR) process.
 - c. The analysis of Mil CAMO tasks, resources and training requirements¹¹.
 - d. The assignment of responsibilities to Suitably Qualified and Experienced Persons whilst assuring their Competence¹¹.
 - e. Establishing an independent Quality ► **Management** ◄ System to verify the efficacy of the Mil CAMO's CAW processes¹². The Quality System **should** also assure the standards and practices of all Maintenance activity, including the output and satisfactory completion of work packages from Maintenance organization(s), within its AoR⁸.
 - f. Devising Corrective Action Plans following the notification of Level 1 or 2 findings by the MAA¹³.
 - g. Ensuring that Technical Information¹⁴, MAA requirements or standards, and any applicable data¹⁵ held by the Mil CAMO or Maintenance organization(s) is current, relevant, accessible and correctly maintained.
 - h. The planning and co-ordination of all Maintenance activity⁸, including ► **fulfilling the requirements of** ◄ of SI(T)s⁵, and that the Mil CAMO uses a Maintenance organization with appropriately authorized personnel for all work packages and Corrective Maintenance⁸.
 - i. Directing appropriate follow-up activity highlighted by Occurrence reports and keeping the Delivery Duty Holder (DDH) / Accountable Manager (Military Flying) AM(MF) appraised of significant Airworthiness issues⁸, and exploiting technical data¹⁶ where appropriate.
 - j. Ensuring that the weight and moment statements of all Air Systems identified in the CAME reflect their current status⁸.
 - k. Taking Responsibility for all active Air Systems identified in their CAME, inclusive of those in storage. For the avoidance of doubt, Air Systems in storage **should** have a nominated Mil CAMO.
 - l. Any tasks carried out on behalf of the Mil CAMO by other parties¹⁷, including delegated responsibilities to a DT or commercially contracted organization.
3. Mil CAMs operating under the ► **UK** ◄ Civil Aviation Authority (CAA) oversight construct **should** adhere to the additional requirements:
- a. Ensuring that a Training Needs Analysis has been undertaken by the TAA in relation to the differences between a European Aviation Safety Agency (EASA) ► / **UK CAA** ◄ Part 66 type rating and ► **the need for additional training for the equipment fitted in order to undertake military operations.** ◄¹⁸ ► ◄.
 - b. Ensuring that all MRP requirements are complied with, regarding CAW arrangements, despite the use of an approved EASA ► / **UK CAA** ◄ Part M Sub Part G CAMO^{17,18}.

⁹ Refer to RA 4941 – Application – MRP Part M Sub Part G.

¹⁰ Refer to RA 4954 – Continued Validity of Approval – MRP Part M Sub Part G.

¹¹ Refer to RA 4945 – Personnel Requirements – MRP Part M Sub Part G.

¹² Refer to RA 4951 – Quality System – MRP Part M Sub Part G.

¹³ Refer to RA 4955 – Findings – MRP Part M Sub Part G.

¹⁴ Refer to RA 4948 – Documentation – MRP Part M Sub Part G.

¹⁵ Refer to RA 4810 – Technical Information (MRP 145.A.45).

¹⁶ Refer to ► **RA 1207 – Air Safety Data Management and Exploitation.** ◄

¹⁷ Refer to RA 4956 – Military Continuing Airworthiness Management Organization Tasks Performed by Other Organizations – MRP Part M Sub Part G.

¹⁸ Refer to ► **RA 1165 – UK Civil Aviation Authority Oversight of UK Military Registered Air Systems.** ◄

**Acceptable
Means of
Compliance
1011(1)**

- c. The establishment of robust communications between the approved EASA ►/ UK CAA ◄ Part M Sub Part G CAMO and the approved Mil CAMO, including the exchange of CAMEs¹⁸.
- d. Assuring the DDH / AM(MF) that supporting Maintenance organizations hold current and relevant EASA ►/ UK CAA ◄ Part 145 and MRP Part 145 approvals¹⁸, for the scope of work carried out.
- e. Agreeing the application for a Rectification Interval Extension for items listed in the Minimum Equipment List¹⁸.

1011(1)c - MRP Part M Sub Part I - MARC

- 4. In order to initially establish and maintain the required level of platform Airworthiness and Configuration for all Air Systems identified in the CAME, the Mil CAM **should** oversee and manage the Mil CAMO by:
 - a. Ensuring all Air Systems have undergone a Baseline Military Airworthiness Review¹⁹ before any flight within the Defence Air Environment.
 - b. Issuing a MARC²⁰ following a satisfactory Mil AR with positive recommendations.
 - c. Revoking a MARC if the Air System is believed to be not airworthy²⁰, is no longer required or directed to by the MAA²¹.
 - d. Authorizing Mil AR Surveyors following an assessment of their Competence and ensuring that they are referenced in the CAME²².
 - e. Ensuring that the Mil AR process is documented in the CAME and contains a physical and Airworthiness records review²³.
- 5. Mil CAMs operating under the CAA oversight construct **should** adhere to the additional requirement:
 - a. Utilizing the civil Airworthiness Review as the basis for recommending a MARC¹⁸.

1011(1)d - Other CAw Assurance Activity

- 6. The Mil CAM **should** comply with all CAw Assurance activities detailed elsewhere in the MRP.

**Guidance
Material
1011(1)**

Responsibilities of the Military Continuing Airworthiness Manager

- 7. This RA is not the definitive list of a Mil CAM's responsibilities and must be read in conjunction with the MRP 1000, 4000, elements of the 5000 and the entirety of the 4900 series suite of RAs concerning CAw management.

¹⁹ Refer to RA 4970 – Baseline Military Airworthiness Review – MRP Part M Sub Part I.

²⁰ Refer to RA 4971 – Military Airworthiness Review and Certification – MRP Part M Sub Part I.

²¹ Refer to RA 4974 – Circumstances when Military Airworthiness Review Certificates become invalid – MRP Part M Sub Part I.

²² Refer to RA 4972 – Military Airworthiness Review Surveyors – MRP Part M Sub Part I.

²³ Refer to RA 4973 – Military Airworthiness Review Process – MRP Part M Sub Part I.

Intentionally Blank for Print Pagination

DRAFT FOR NPA

RA 1016 – Military Continuing Airworthiness Management

Rationale

Maintaining the Airworthiness of an Air System is a complex undertaking that requires clear procedures and competent personnel to accomplish. Failures in the management of the Continuing Airworthiness (CAW) of an Air System could invalidate Risk to Life assessments conducted as part of the Air System Safety Case¹. This RA outlines the requirement for a MAA approved Military Continuing Airworthiness Management Organization (Mil CAMO) to manage all CAW tasks, in order to ensure that military registered Air Systems within their Area of Responsibility (AoR)² are operated safely and with a valid Military Airworthiness Review Certificate (MARC).

Contents

1016(1): Withdrawn – Not deemed a regulatory requirement
1016(2): Establishment of a Military Continuing Airworthiness Management Organization
1016(3): Requirement for a valid Military Airworthiness Review Certificate

Regulation 1016(1)

Accountable Manager (Continuing Airworthiness)

1016(1) Withdrawn – Not deemed a regulatory requirement.

Acceptable Means of Compliance 1016(1)

Accountable Manager (Continuing Airworthiness)

1. Withdrawn – Not deemed a regulatory requirement.

Guidance Material 1016(1)

Accountable Manager (Continuing Airworthiness)

2. Withdrawn – Not deemed a regulatory requirement.

Regulation 1016(2)

Establishment of a Military Continuing Airworthiness Management Organization

1016(2) Delivery Duty Holders (DDH) and Accountable Managers (Military Flying) (AM(MF)) **shall** ensure that the tasks associated with CAW of the military registered Air Systems³ in their AoR² are managed by an approved⁴ Mil CAMO.

Acceptable Means of Compliance 1016(2)

Establishment of a Military Continuing Airworthiness Management Organization

3. Each DDH / AM(MF) **should** appoint a Suitably Qualified and Experienced Person (SQEP)⁵ as the Military Continuing Airworthiness Manager (Mil CAM)⁶ to manage and control all CAW activity for the military registered Air System(s) for which they have CAW responsibility².⁷

4. The Mil CAM **should** meet the SQEP criteria detailed in RA 4945⁴.

¹ Refer to RA 1205 – Air System Safety Cases.

² AoR includes all active Air Systems on the UK Military Aircraft Register (MAR) identified in their Continuing Airworthiness Management Exposition (CAME), inclusive of Air Systems held in storage or within sustainment fleets. Where there is more than one Mil CAM, against a given Air System, they are to come to agreement as to who is responsible for each Air System.

³ **► For CAW requirements of Remotely Piloted Air System (RPAS) platforms refer to RA 1600 - Remotely Piloted Air Systems and RPAS Manual – Regulatory Process Categorization and Compliance. ◀**

⁴ Refer to RA 4941 – Application – MRP Part M Sub Part G.

⁵ Refer to RA 4945 – Personnel Requirements – MRP Part M Sub Part G.

⁶ Refer to RA 1011 – Military Continuing Airworthiness Manager Responsibilities.

⁷ **► Refer to RA 1164 – Transfer of UK Military Registered Air Systems. ◀**

Acceptable Means of Compliance 1016(2)

- a. **► For Persons supporting an Aviation Duty Holder, the relevant Operating Duty Holders' Chief Air Engineer (CAE) may authorize non-compliance on a case-by-case basis, informing the MAA ⁸.**
 - b. **For Persons supporting an AM(MF), non-compliances **should** be endorsed by the applicable AM(MF), and authorized by the MAA, via a waiver application. ◀**
5. The Mil CAM **should** ensure all staff, managing CAw tasks, are trained, assessed as Competent and authorized⁹.
 6. The Mil CAMO and Mil CAM **should** work in support of the DDH / AM(MF) and either:
 - a. Be co-located with the DDH / AM(MF) or;
 - b. If geographically separated from the DDH / AM(MF), employ rigorous and demonstrable standards of communication, which **should** be detailed in the CAME ¹⁰.
 7. Where the Mil CAMO supports more than one DDH / AM(MF), then a written agreement **should** be established between the DDH and AM(MF) to manage and control all CAw activity for the military registered Air System(s) that the DDH / AM(MF) operate.

Guidance Material 1016(2)

Establishment of a Military Continuing Airworthiness Management Organization

8. The terms Mil CAMO and Mil CAM are intended to provide clarity in differentiating between those organizations approved in accordance with (iaw) MRP Part M and those that are approved iaw European Union Aviation Safety Agency (EASA) **► / UK Civil Aviation Authority Regulations (CAA). ◀** It applies equally to those organizations headed by a Crown Servant Mil CAM, and those organizations supporting an AM(MF) where the Mil CAM may not be a Crown Servant.
9. CAw Management Regulations are detailed in MRP Part M Regulation¹¹.
10. In respect of Mil CAMOs supporting DDHs, **► often ◀** the CAE¹² to that DDH will be the Mil CAM. If both roles are filled by the same person, the Mil CAM is to have a clear understanding of their CAw responsibilities⁵.
11. Where a particular support strategy includes a contracting arrangement with an EASA **► / UK CAA ◀** approved Part M Sub Part G organization with a civilian CAw Manager, this in no way obviates the requirement for a Mil CAM, who will retain overarching Responsibility for CAw. In such cases, the Mil CAM may utilize the contracted arrangements, but is to be able to demonstrate adequate control of the activity.
12. Where Mil CAMO activity is undertaken on the Mil CAMO's behalf by another MOD organization, eg a Delivery Team, and that organization carries out Assurance activities, then this may provide the Mil CAMO with the necessary Assurance without the need for duplication. This does not remove the requirement for the Mil CAM to be satisfied that the scope of the assurance activity is adequate.
13. In pursuance of managing and controlling the CAw of Air Systems within their AoR², Mil CAMs, whether Crown Servants or **► not, ◀** do not need to be directly subordinate to the Air Systems' DDH / AM(MF). This is particularly relevant for those Mil CAMs who support Defence Contractor Flying Organizations; in such cases they may be part of a different organization working under a contract or bespoke agreement. It is also acceptable for the Mil CAM to have duties other than direct support to a specified DDH / AM(MF), if they have the capacity to do so. In all cases, the Accountability for compliance with this Regulation remains with the relevant DDH /

⁸ DSA-MAA-OA-ACC@mod.gov.uk

⁹ Refer to RA 4945(3): Personnel Competence and MRP Part M Authorization.

¹⁰ Refer to RA 4943 – Continuing Airworthiness Management Exposition – MRP Part M Sub Part G.

¹¹ Refer to the RA 4900 series: Continuing Airworthiness Management Organization (CAMO) Regulation.

¹² Refer to RA 1023 – Chief Air Engineers – Air Safety Responsibilities.

**Guidance
Material
1016(2)**

AM(MF) directing the flying activity and if they are not satisfied with their Mil CAMO arrangement(s), then they are to consider an alternative solution to meet the Regulatory requirements.

14. Where a military registered Air System is operated as an activity for a period less than 6 months then a Mil CAMO may not be required. In such a case the DDH / AM(MF) is to make an application by way of a Waiver¹³, detailing the arrangements in place for ensuring the CAw of their military registered Air Systems.

15. ► **The position of the Mil CAM, due to the nature of the role in CAw decisions (ie: ensuring the Air System is compliant with the applicable Airworthiness requirements and is in a condition for safe operation), may also hold additional roles such as the Type Airworthiness Manager, the Head of Independent System Monitoring, and the Head of the Design Organization where clear independence, sufficient capacity and clear separation of the responsibilities can be demonstrated.** ◀

**Regulation
1016(3)**

Requirement for a valid Military Airworthiness Review Certificate

1016(3) For military registered Air Systems, the accountable DDH / AM(MF) **shall** ensure that the Air System is not flown without a valid MARC.

**Acceptable
Means of
Compliance
1016(3)**

Requirement for a valid Military Airworthiness Review Certificate

16. The DDH / AM(MF) **should** be able to adequately demonstrate how they control flying to ensure that the Air System has a valid MARC before the Air System is released for flight ► ◀.

**Guidance
Material
1016(3)**

Requirement for a valid Military Airworthiness Review Certificate

17. The Regulation, Acceptable Means of Compliance (AMC) and Guidance Material (GM) for MARCs is located in the MRP Part M Sub Part I¹⁴.

18. In derogation to the above Regulation, Air Systems flown under a Military Permit to Fly (MPTF) ► **(Single Task) and (Development)** ◀¹⁵ may be flown without a valid MARC, if permitted by the Type Airworthiness Authority.

19. The Military Airworthiness Review (Mil AR)¹⁶ is deemed the best possible process for establishing an Air System's Airworthiness and current configuration, therefore, every effort is to be made by Air System operators to utilize the Mil AR and the subsequent issuance of a MARC.

¹³ Refer to MAA03: MAA Regulatory Processes.

¹⁴ Refer to the RA 4970 series - Airworthiness Review.

¹⁵ Refer to RA 1305 – Military Permit to Fly (In-Service), (Special Case Flying) and (Single Task) and to RA 5880 – Military Permit to Fly (development) - MRP Part 21 Subpart P.

¹⁶ Refer to RA 4971 – Military Airworthiness Review and Certification - MRP Part M Sub Part I.

Intentionally Blank for Print Pagination

DRAFT FOR NPA

RA 1023 – Chief Air Engineers – Air Safety Responsibilities

Rationale

Aviation Duty Holders (ADHs) are personally Accountable¹ for ensuring the safe operation of Air Systems within their Area of Responsibility (AoR) and for ensuring that the associated Risks to Life (RtL) are As Low As Reasonably Practicable and Tolerable. Without appropriate specialist support, from a Suitably Qualified and Experienced Person (SQEP), technical aspects of an ADH's RtL assessments could become inaccurate and this would undermine their Air Safety Management System (ASMS). RA 1023 requires ADHs to be supported by a Chief Air Engineer (CAE) who is a SQEP Crown Servant.

Contents

1023(1): Chief Air Engineers

Regulation 1023(1)

Chief Air Engineers

1023(1) Each ADH **shall** be supported by a SQEP Crown Servant CAE.

Acceptable Means of Compliance 1023(1)

Chief Air Engineers

1. ADH CAEs **should** hold a Letter of Authority.
2. When the issuer of a Letter of Authority departs their post, all Letters of Authority issued by that individual **should** remain valid for a maximum period of 3 months from when their replacement receives their own Letter of Authority. During this period, all sub-delegations **should** be reviewed and renewed as appropriate by the new incumbent.

Senior Duty Holder (SDH) CAE

3. Each SDH **should**:
 - a. Appoint a SQEP Crown Servant CAE to provide them with specialist technical support in delivering their Air Safety responsibilities.
 - b. Issue the SDH CAE with a personal Letter of Authority detailing their responsibilities ▶◀.
4. SDH CAEs **should** provide their SDH with Assurance that:
 - a. Air Systems, Airborne Equipment and Airfield Support Equipment across the appropriate Service are being maintained in accordance with (iaw) extant Regulations, procedures, orders, the Air System Document Set (ADS), Approved Data and higher level instructions.
 - b. Engineering practices across their appropriate Service are to the appropriate standard.
5. SDH CAEs **should** provide their SDH with the following:
 - a. Technical advice on RtL.
 - b. Advice on technical issues associated with the acquisition of new Air Systems or air capabilities.
6. SDH CAEs **should** ensure that:
 - a. ▶ Operating ◀ Duty Holder (ODH) CAEs meet the SQEP criteria in Table 1 below. Where an appointed ODH CAE does not meet these criteria, the SDH CAE **should** personally authorize non-compliance on a case-by-case basis and inform the MAA² of such decisions.
 - b. They issue ODH CAEs with personal Letters of Authority detailing their responsibilities, including the requirement for identifying Appointed Level J and ▶ Appointed ◀ Level K ▶◀ posts within the ODH's AoR³

¹ Refer to RA 1020 – Aviation Duty Holder ▶◀ – Roles and Responsibilities.

² DSA-MAA-OA-ACC@mod.gov.uk.

³ Refer to RA 1006 – Delegation of Engineering Authorizations ▶ and Manual of Airworthiness Maintenance - Process (MAM-P) Chapter 2.1 – Engineering Authorizations. ◀

**Acceptable
Means of
Compliance
1023(1)**

- c. ODH CAEs are effective in the conduct of their role.

Table 1 – CAE SQEP Criteria

SQEP Criteria	DDH CAE	ODH CAE	SDH CAE
Engineering Council professional registration as a Chartered Engineer (CEng)	X	X	X
Has previous Level J experience	X	X	X
Has previous Level K experience		X	X
Has previous engineering experience in ► Capability and Acquisition / Project Delivery Career Field⁴ aligned roles within the Defence Air Environment (DAE) ◀		X	X
Has successfully completed the Airworthiness of Military Aircraft Course - Practitioner (AMAC-P) ⁵	X	X	
Has successfully completed the relevant Air System type-specific managers course – see para 17	X		
Has successfully completed the Duty Holder Air Safety Course (DHASC) ⁵	X	X	X

ODH CAE

7. Each ODH **should** appoint a SQEP Crown Servant CAE to provide them with specialist technical support in delivering their Air Safety responsibilities.
8. ODH CAEs **should** provide the ODH and SDH CAE with Assurance that:
- Air Systems, Airborne Equipment and Airfield Support Equipment are being maintained in accordance with Regulations, procedures, orders, the ADS, Approved Data and higher level instructions.
 - Engineering practices across all ODH Air Systems and organizations are to the appropriate standard.
9. ODH CAEs **should** provide the ODH with the following:
- Technical advice on Rtl.
 - Advice on technical issues associated with the acquisition of new Air Systems or air capabilities.
10. ODH CAEs **should** ensure:
- Delivery Duty Holder (DDH) CAEs meet the SQEP criteria in Table 1. Where an appointed DDH CAE does not meet these criteria, the ODH CAE **should** personally authorize non-compliance on a case-by-case basis and inform the MAA² of such decisions.
 - That they issue DDH CAEs with personal Letters of Authority, detailing their responsibilities. ► ◀
 - DDH CAEs are effective in the conduct of their role.
 - Military Continuing Airworthiness Managers⁶ are effective in the conduct of their role.
 - That when multiple DDHs are operating from the same Station / Ship / Unit or Site, engineering activity is coordinated between all DDH CAEs.
 - **They identify any and all Appointed Level K and Appointed Level J³ posts within their AoR and ensure that personnel filling such positions are Competent to do so.** ◀

⁴ ► Refer to the Capability, Acquisition and Project Delivery: Functional Knowledge Skills Experience Framework, via the Defence Project delivery Hub, Directorate of Acquisition and Project Delivery, Head Office and Corporate Services (HOCS). ◀

⁵ Course validities are detailed in RA 1440 – Air Safety Training

⁶ Refer to RA 1011 – Military Continuing Airworthiness Manager Responsibilities.

**Acceptable
Means of
Compliance
1023(1)**

11. ODH CAEs **should**:
- Act as the Engineering lead for the ODH engineering Quality Management System (QMS)⁷.
 - Act as the Engineering lead for the ODH ASMS⁸, including for all support activities, ensuring that their AoR is adequately supported, resourced and managed in order to be safe to operate.

DDH CAE

12. Each DDH **should** appoint a SQEP Crown Servant CAE to provide them with specialist technical support in delivering their Air Safety responsibilities within their AoR.
13. DDH CAEs **should** provide the DDH with the following:
- Technical advice on Rtl.
 - Advice on technical issues associated with the acquisition of new Air Systems or air capabilities.
14. DDH CAEs **should** ensure that:
- Air Systems, Airborne Equipment and Airfield Support Equipment are being maintained iaw extant Regulations, procedures, orders, the ADS, Approved Data and higher level instructions.
 - Engineering practices across all DDH Air Systems and organizations are to the appropriate standard.
 - An effective DDH level engineering QMS⁷ is in place.
 - An effective process for the delegation³ of engineering authorizations is in place.
 - When multiple DDHs operate from the same Station / Ship / Unit or Site, all engineering activity is coordinated.
15. The DDH CAE **should** act as the engineering lead for the DDH ASMS⁸, including all support activities and ensure that their AoR is adequately resourced to support the DDH's ASMS.
16. DDH CAEs **should** provide the DDH and ODH CAE with Assurance of para 14 .

**Guidance
Material
1023(1)**

Chief Air Engineers

17. Where Air System type-specific managers courses are not available, or a DDH CAE is responsible for several Air System types, an appropriate level of technical familiarisation is required for each Air System type.
18. It is understood that due to extant contractual arrangements, DDH CAEs may not be able to ensure that all Air Systems, Airborne Equipment and Airfield Support Equipment within their AoR are being maintained iaw extant Regulations and procedures, or engineering practices and Maintenance organizations are to the appropriate standard. In such circumstances, DDH CAEs need to conduct robust Assurance activity in order to provide the DDH with an equivalent level of specialist engineering support.
19. ▶◀

⁷ ▶ Refer to MAM-P Chapter 11.1 – Defence Air Environment Quality Policy, RA 4815 – Maintenance Procedures and Safety and Quality Policy and RA 4951 – Quality System MRP Part M Sub Part G. ◀

⁸ Refer to RA 1200 – ▶◀ Air Safety Management.

Intentionally Blank for Print Pagination

DRAFT FOR NPA