

## RA 4955 - Findings - MRP Part M Subpart G

### Rationale

Following the notification of a finding by the MAA on a Military Continuing Airworthiness Management Organization, it is essential that the Regulatory non-compliance ► *and / or non-conformance* ◀ is appropriately addressed and actioned by the Military Continuing Airworthiness Manager (Mil CAM). If the findings are not acted upon by the Mil CAM, the Continuing Airworthiness of the Air System(s) may be compromised. ► *This RA* ◀ requires Root Cause Analysis (RCA) ► *to* ◀ be carried out on ► ◀ findings, ► *where applicable*, ◀ to enable the identification and rectification of all issues, preventing reoccurrence.

### Contents

#### 4955(1): Findings

### Regulation 4955(1)

#### Findings

4955(1) After receipt of notification of MAA findings the Mil CAM **shall** devise and execute a Corrective Action Plan which demonstrates how the finding and the root cause, will be rectified ► ◀ to prevent recurrence. This **shall** be done to the satisfaction of the MAA within the period stipulated in the notification.

### Acceptable Means of Compliance 4955(1)

#### Findings

1. All non-conformities ► *and* ◀ non-compliances ► ◀ **should** be investigated and rectified using a RCA approach, tool, or technique<sup>1</sup>. Instructions for the use of RCA **should** be detailed in Part 2 of the Continuing Airworthiness Management Exposition.
2. ► *Issues or required work identified in an Aircraft Product Sample (APS) report<sup>2</sup>, should be actioned.* ◀

### Guidance Material 4955(1)

#### Findings

3. A Level 1 finding ►<sup>3</sup> ◀ is any significant non-compliance with MRP Part M requirements, which lowers the Safety standard and seriously ► *compromises* ◀ Air Safety.
4. A Level 2 finding ►<sup>3</sup> ◀ is any non-compliance with the MRP Part M requirements, which could lower the Safety standard and possibly ► *compromises* ◀ Air Safety.
5. ► *Issues or required work identified in an APS report<sup>2</sup> may not be non-conformities or non-compliances that necessarily lower the Safety standard and possibly compromise Air Safety. The action taken by the Mil CAM against each Annex A serial needs to be proportionate following evaluation. An entry in the Air System Technical Log, receipt of Type Airworthiness Authority (TAA) <sup>4</sup> technical advice or similar action, may be all that is required to close out an individual APS Report Annex A serial to the satisfaction of the MAA. Following evaluation, in some circumstances it will be necessary to conduct further investigation, RCA and develop a Corrective Action Plan.* ◀

<sup>1</sup> Further information may be found in Civil Aviation Authority - CAP1760 – Effective Problem Solving and Root Cause Identification ► Stage 6, refers. Available at: <https://www.caa.co.uk/publication/download/17333>.

<sup>2</sup> Details of issues and work required are found in the APS Report Annex A: MAA APS Summary of Areas Requiring Further Attention. ◀

<sup>3</sup> Refer to MAA 03 – Military Aviation Authority Regulatory Processes, Annex H.

<sup>4</sup> ► 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. ◀

Intentionally Blank for Print Pagination