

NPA/25/20

**Title of Proposal:** NPA for RA's 1016, 4943 & 4945

**RA(s) or Manual Chapter(s):** RA 1016, RA 4943 & RA 4945

**Organizations and / or business sectors affected:** All organizations to which RA's 1016, 4943 & 4945 apply.

**RFC Serial No:** RFC/2024/047, 2024/174, 2024/191 & 2025/010.

*MAA Author*

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

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*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:** Uplift of named Regulatory Articles as a result of terminology changes and to incorporate outstanding Requests for Change.

**Changes made:**

RA 1016

Changes to Footnote 3 in line with terminology updates (RPAS > UAS).

Removal of Para 14.

Changes to Para 15, removing the ability for the Mil CAM to also hold the position of the Head of the Independent System Monitoring.

Alternative wording used in Guidance Material in place of “is to” and “are to”.

Removal of Footnote 8 (moved to RA 4945 AMC).

RA 4943

Expansion of Para 15f with the wording “if listed in the CAME as having specified CAw responsibilities”.

Alternative wording used in Guidance Material in place of “is to” and “are to”

Change of wording in Annex A from “must” to “should”

Addition of Issue number column in Annex A.

Capitalization of various terms listed in MAA02 since the last issue of RA 4943.

RA 4945

Addition of Para 2 – incorporating the content of the former Footnote 8 of RA 1016.

Reword of Para 4 for clarity around delegating Mil CAM responsibilities to DCAMs.

Capitalization of various terms listed in MAA02 since the last issue of RA 4945.

**Impact Assessment:** Minor – No significant impacts identified (pending NPA consultation)

**Consultation Period Ends:** 29th August 2025

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](mailto:DSA-MAA-MRPEnquiries@mod.gov.uk)

#### *MAA Approval*

<b>Post</b>	<b>Name</b>	<b>Rank</b>	<b>Signature</b>
DSA-MAA-Reg-Eng	Redacted	Redacted	Redacted - Original Signed

## 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 Case<sup>1</sup>. This RA outlines the requirement for a MAA approved Military Continuing Airworthiness Management Organization (Mil CAMO) to manage all CAW tasks, to ensure that military registered Air Systems within their Area of Responsibility (AoR)<sup>2</sup> 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 Systems<sup>3</sup> in their AoR<sup>2</sup> are managed by an approved<sup>4</sup> 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)<sup>5</sup> as the Military Continuing Airworthiness Manager (Mil CAM)<sup>6</sup> to manage and control all CAW activity for the military registered Air System(s) for which they have CAW responsibility<sup>2, 7</sup>.

4. The Mil CAM **should** meet the SQEP criteria detailed in RA 4945<sup>5</sup>.

<sup>1</sup> Refer to RA 1205 – Air System Safety Cases.

<sup>2</sup> 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.

<sup>3</sup> For CAW requirements of ► **Uncrewed** ◄ Air System ► **(UAS)** ◄ platforms refer to RA 1600 – ► **Uncrewed** ◄ Air Systems ► **Categorization** ◄ and Remotely Piloted Air System Manual – Regulatory Process, Categorization, and Compliance.

<sup>4</sup> Refer to RA 4941 – Application – MRP Part M Sub Part G.

<sup>5</sup> Refer to RA 4945 – Personnel Requirements – MRP Part M Sub Part G.

<sup>6</sup> Refer to RA 1011 – Military Continuing Airworthiness Manager Responsibilities.

<sup>7</sup> 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 Holder's Chief Air Engineer (CAE) **should** authorize non-compliance on a case-by-case basis, informing the MAA<sup>8</sup>.
  - b. For Persons supporting an AM(MF), the applicable AM(MF) **should** endorse non-compliances, and submit them to the MAA for authorization via a waiver application.
5. The Mil CAM **should** ensure all staff, managing CAw tasks, are trained, assessed as Competent and authorized<sup>9</sup>.
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 that are detailed in the CAME<sup>10</sup>.
7. Where the Mil CAMO supports more than one DDH / AM(MF), then the DDH / AM(MF)s **should** establish a written agreement between them to manage and control all CAw activity for the military registered Air System(s) that the DDH / AM(MF)s 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 ►◄<sup>11</sup>.
10. In respect of Mil CAMOs supporting DDHs, often the CAE<sup>12</sup> to that DDH will be the Mil CAM. If both roles are filled by the same person, the Mil CAM ►must◄ have a clear understanding of their CAw responsibilities<sup>6</sup>.
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 ►must◄ be able to demonstrate adequate control of the activity ►◄<sup>13</sup>.
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 AoR<sup>2</sup>, 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 /

<sup>8</sup> [DSA-MAA-OA-ACC@mod.gov.uk](mailto:DSA-MAA-OA-ACC@mod.gov.uk)

<sup>9</sup> Refer to RA 4945(3): Personnel Competence and MRP Part M Auto

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

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

<sup>12</sup> Refer to RA 1023 – Chief Air Engineers – Air Safety Responsibilities.

<sup>13</sup> ► Refer to RA 4956 – Military Continuing Airworthiness Management Organization Tasks Performed by Other Organizations - MRP Part M Subpart G. ◄

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Material  
1016(2)**

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

14. ► ◄

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 ► ◄ hold additional ► **designated post holder** ◄ roles ► ◄ 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.

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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 I<sup>14</sup>.

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

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

<sup>14</sup> Refer to the RA 4970 series - Airworthiness Review.

<sup>15</sup> 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.

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

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## RA 4943 - Continuing Airworthiness Management Exposition - MRP Part M Subpart G

### Rationale

To obtain MAA Approval the Delivery Duty Holder (DDH) or Accountable Manager (Military Flying) (AM(MF)) sets forth the procedures, means and methods which their Military Continuing Airworthiness Management Organization (Mil CAMO) will follow. This document is known as the Continuing Airworthiness Management Exposition (CAME) and is the primary means for establishing compliance with the MAA Regulatory Publications (MRP). Without an approved CAME there is a Risk that Air Safety could be undermined and Risk to Life increased. This RA mandates the use of an approved CAME to articulate the scope of Continuing Airworthiness ►(CAw)◄ and the fundamental procedures required to sustain it throughout an Air System's operating life.

### Contents

**4943(1): Provision of the Continuing Airworthiness Management Exposition**

**4943(2): Continuing Airworthiness Management Exposition Approval**

### Regulation 4943(1)

#### Provision of the Continuing Airworthiness Management Exposition

- 4943(1) The Military Continuing Airworthiness Manager (Mil CAM) **shall** provide a CAME to the MAA containing the following information:
- a. A statement signed by the relevant DDH<sup>1</sup> or AM(MF)<sup>1</sup> to confirm that the Mil CAMO will work in accordance with the CAME at all times.
  - b. The Mil CAMO's scope of work.
  - c. The titles and names of the Mil CAM, Deputy Mil CAMs and Mil CAMO Quality Manager.
  - d. An organizational chart showing associated chains of Responsibility within the Mil CAMO and linkage to the accountable<sup>1</sup> DDH or AM(MF).
  - e. A reference to a document listing Military Airworthiness Review (Mil AR) Surveyors if applicable.
  - f. A general description and location of the facilities.
  - g. Procedures specifying how the Mil CAMO ensures the Continuing Airworthiness management of their Air Systems and compliance with MRP Continuing Airworthiness Regulations.
  - h. Reference to a list of all Air Systems managed by the Mil CAMO noting serial number, type, and mark or build standard.
  - i. The CAME amendment procedure.

<sup>1</sup> Refer to RA 1016 – Military Continuing Airworthiness Management.



## Acceptable Means of Compliance 4943(1)

### Provision of the Continuing Airworthiness Management Exposition

1. The CAME **should** comprise of:
  - a. Part 0 - General organization.
  - b. Part 1 - Continuing Airworthiness procedures.
  - c. Part 2 - Quality System.
  - d. Part 3 - Contracted Maintenance.
  - e. Part 4 - Mil AR procedures.
2. Personnel **should** be familiar with those parts of the CAME that are relevant to their tasks.
3. The person responsible for monitoring and amending the CAME, including associated procedural manuals, and the submission of proposed amendments to the MAA, **should** be nominated by the Mil CAM and identified in the CAME.
4. Part 0 "General organization" of the CAME **should** include a DDH or AM(MF)'s statement that contains<sup>2</sup>:
  - a. A corporate commitment by the Mil CAMO.
  - b. A signature from the DDH or AM(MF).
  - c. That the CAME and any associated manuals define the Mil CAMO's compliance with MRP Part M.
  - d. Confirmation that the CAME will be complied with at all times.
5. If the DDH or AM(MF) changes, the new DDH or AM(MF) **should** sign the CAME statement at the earliest opportunity within 30 calendar days from changeover.
6. The CAME **should** contain information on how the Mil CAMO complies with the military configuration control processes for the Air Systems listed within its CAME.
7. CAME procedures **should** be written in a format that provides sufficient detail for individuals to undertake the task, allowing Mil CAMO tasks to be undertaken in a consistent manner.
8. The CAME **should** include a compliance matrix, detailing how each Acceptable Means of Compliance (AMC) paragraph in the MRP Part M ►◄ and applicable RA 1000 series<sup>3</sup> ►◄ is met. An example format of a CAME compliance matrix can be found at Annex A.
9. The CAME **should** be in a digital ►format◄ and made available to the MAA in a file format acceptable to the MAA.
10. The CAME **should** define the Mil CAMO's scope of work in terms of achieving the requirements of MRP Part M (RA 4900 series). The Mil CAMO facilities requirement is defined by what is necessary to achieve the Mil CAMO's scope of work.

## Guidance Material 4943(1)

### Provision of the Continuing Airworthiness Management Exposition

11. The MAA website contains an example of a CAME layout, titled "Military Anybody's CAME"<sup>4</sup>, which may be used as appropriate.
12. An example DDH or AM(MF)'s CAME statement is below:
 

This CAME defines the Mil CAMO and procedures upon which the Subpart G Mil CAMO Approval is based. These procedures are approved by the undersigned and should be complied with, as applicable, to ensure that all

<sup>2</sup> An example statement is available in guidance material paragraph 12.

<sup>3</sup> Applicable 1000 series RAs include but are not limited to RA 1006 – Delegation of Engineering Authorizations, RA 1011 – Military Continuing Airworthiness Manager Responsibilities, RA 1016 – Military Continuing Airworthiness Management and RA 1023 – Chief Air Engineers – Air Safety Responsibilities.

<sup>4</sup> <https://www.gov.uk/government/publications/continuing-airworthiness-management-organization-camo-approval-supporting-documentation>.



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4943(1)**

Continuing Airworthiness tasks of the . . . (Quote Mil CAMO's name) . . . fleet of Air Systems are carried out on time to an approved standard.

It is accepted that these procedures do not override the necessity of complying with any new or amended Regulation where these new or amended Regulations are in conflict with these procedures.

It is understood that the MAA will approve this organization whilst the MAA is satisfied that the procedures are being followed and the work standard is maintained. It is understood that the MAA reserves the right to suspend, vary or revoke the Subpart G Mil CAMO Approval of the organization if the MAA has evidence that the procedures are not followed and the standards not upheld.

Signed . . . . .

Dated . . . . .

DDH or AM(MF) (as appropriate) and . . . (quote position) . . .

13. A CAME that only references back to the RAs is not deemed an effective means of compliance demonstration. The CAME will detail how compliance is met in line with the RAs stating the who, what, when and how.

**Regulation  
4943(2)**

**Continuing Airworthiness Management Exposition Approval**

- 4943(2) The Mil CAM **shall** seek Approval for the CAME, and any significant amendments to its contents, from the MAA.

**Acceptable  
Means of  
Compliance  
4943(2)**

**Continuing Airworthiness Management Exposition Approval**

14. The Mil CAM **should** seek Approval, through submission of a MAA Part M Form 2: Application for MRP Part M Approval<sup>5</sup>, for the following significant amendments to the CAME prior to enacting the change:

- a. The Mil CAMO becoming responsible for additional Air System types or marks.
- b. A change of location of the Mil CAMO and / or Air System support arrangements.
- c. Changes to the Mil CAMO's Exposition and the associated procedures that could affect the Regulatory means of compliance.
- d. Other significant changes deemed appropriate by the Mil CAM.

15. Changes to the following personnel<sup>6</sup> **should** be treated as a minor change:

- a. DDH.
- b. AM(MF).
- c. Mil CAM.
- d. Deputy Mil CAM.
- e. Mil CAMO Quality Manager.
- f. All other CAMO personnel ► if listed in the CAME as having specified CAw responsibilities. ◀

16. Following changes of personnel listed in paragraph 15a-f, the MAA **should** be sent a copy of the updated CAME with the relevant amended details within 30 calendar days of the change taking place<sup>7</sup>. The MAA will acknowledge receipt of the CAME within 30 calendar days.

17. Where a CAMO holds an Approval based on an earlier version of the CAME but has submitted an MAA Form 2 to request Approval of a later version, the DDH or AM(MF) may choose to use the latest revision of the CAME if they consider the Risk to

<sup>5</sup> Refer to RA 4941 – Application – MRP Part M Subpart G.

<sup>6</sup> This does not remove any regulatory requirements for the MAA to interview / endorse individuals for suitability for any of these posts.

<sup>7</sup> If required a revised timeline may be agreed through engagement with the relevant MAA desk officer.

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Means of  
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4943(2)**

be As Low As Reasonably Practicable and Tolerable. This decision **should** be formally documented and categorized as a Continuing Airworthiness Record<sup>8</sup> by the Mil CAMO.

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Material  
4943(2)****Continuing Airworthiness Management Exposition Approval**

18. Approval of the amendment procedure in the CAME may be taken as authorization of indirect Approval of minor amendments to the CAME, ie those amendments not listed at AMC paragraph 14 above. A copy of the updated CAME ►needs to◄ be sent to the MAA<sup>9</sup> for information.

19. Major changes to the CAME will be prioritized but may take longer than 30 calendar days for the MAA to approve.

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<sup>8</sup> Refer to RA 4964 – Continuing Airworthiness Management Records – MRP Part M Subpart C.

<sup>9</sup> [DSA-MAA-OA-ACC@mod.gov.uk](mailto:DSA-MAA-OA-ACC@mod.gov.uk).

**Annex A**  
**CAME Compliance Matrix Format**

1. All CAMEs ► **should** ◄ include a compliance matrix, but the following format is not mandatory and may be amended to suit organizational needs. The following example format may be used to assist the Mil CAMO to demonstrate compliance with the RA 4900 series (MRP Part M) and any other applicable RAs. It can be populated as follows:

- (a) RA Number and Description: Detail the contents of the RA AMC that is required to be complied with. Always refer to extant RAs for the current wording rather than the example text used below.
- (b) Section: Detail the section within the organization's CAME that achieves the AMC paragraph listed.
- (c) Para: Detail the paragraph in the previously noted section within the organization's CAME that achieves the AMC paragraph listed.
- (d) Notes: A section to provide any additional information. This could include any authorised Alternative Acceptable Means of Compliance / Waiver / Exemption references.

*Table 1. CAME Compliance Matrix Format Example – Note that the below text is an example and extant RA wording **should** always be used.*

RA Number, ► <b>Issue Number</b> ◄ and Description			Section	Para	Notes
RA 4941 ► ◄ Application – MRP Part M Subpart G					
RA 4941 (1)	► [Insert Issue Number] ◄	An application for issue or change of a Mil CAMO approval <b>shall</b> be made to the MAA.			
AMC Para 1	► [Insert Issue Number] ◄	An application <b>should</b> be made on an MAA Part M Form 2: Application for MRP Part M Approval to become an MRP Part M Subpart G organization (Mil CAMO).	[Insert CAME section]	[Insert CAME para]	
RA 4943 ► ◄ Continuing Airworthiness Management Exposition – MRP Part M Subpart G					
RA 4943 (1)	► [Insert Issue Number] ◄	The Military Continuing Airworthiness Manager (Mil CAM) <b>shall</b> provide a CAME to the MAA containing the following information: <i>Specific details are contained in the RA.</i>			
AMC Para 1	► [Insert Issue Number] ◄	Specific details contained in AMC-4943-(1)	[Insert CAME section]	[Insert CAME para]	
AMC Para 2	► [Insert Issue Number] ◄		[Insert CAME section]	[Insert CAME para]	

RA Number, ► Issue Number ◀ and Description			Section	Para	Notes
AMC Para 3	► [Insert Issue Number] ◀		[Insert CAME section]	[Insert CAME para]	
AMC Para 4	► [Insert Issue Number] ◀		[Insert CAME section]	[Insert CAME para]	
AMC Para 5	► [Insert Issue Number] ◀		[Insert CAME section]	[Insert CAME para]	
AMC Para 6	► [Insert Issue Number] ◀		[Insert CAME section]	[Insert CAME para]	
AMC Para 7	► [Insert Issue Number] ◀		[Insert CAME section]	[Insert CAME para]	
AMC Para 8	► [Insert Issue Number] ◀		[Insert CAME section]	[Insert CAME para]	
AMC Para 9	► [Insert Issue Number] ◀		[Insert CAME section]	[Insert CAME para]	
AMC Para 10	► [Insert Issue Number] ◀		[Insert CAME section]	[Insert CAME para]	
RA 4943 (2)	► [Insert Issue Number] ◀	The Mil CAMO <b>shall</b> seek Approval for the CAME, and any significant amendments to its contents, from the MAA.			
AMC Para 14	► [Insert Issue Number] ◀	The Mil CAM <b>should</b> seek Approval, through submission of a MAA Part M Form 2: Application for MRP Part M Approval, for the following significant amendments to the CAME prior to enacting the change: <i>Specific details contained in AMC-4943-(2)</i>	[Insert CAME section]	[Insert CAME para]	
AMC Para 15	► [Insert Issue Number] ◀	Changes to the following personnel <b>should</b> be treated as a Minor Change: <i>Specific details contained in AMC-4943-(2)</i>	[Insert CAME section]	[Insert CAME para]	

RA Number, ►Issue Number◄ and Description			Section	Para	Notes
AMC Para 16	►[Insert Issue Number]◄	Following changes of personnel listed in paragraph 16, the MAA <b>should</b> be sent a copy of the updated CAME with the relevant amended details within 30 calendar days of the change taking place. The MAA will acknowledge receipt of the CAME within 30 calendar days.	[Insert CAME section]	[Insert CAME para]	
AMC Para 17	►[Insert Issue Number]◄	Where a CAMO holds an Approval based on an earlier version of the CAME but has submitted an MAA Form 2 to request Approval of a later version, the DDH or AM(MF) may choose to use the latest revision of the CAME if they consider the Risk to be As Low As Reasonably Practicable and Tolerable. This decision <b>should</b> be formally documented and categorised as a Continuing Airworthiness Record by the Mil CAMO.	[Insert CAME section]	[Insert CAME para]	

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## RA 4945 - Personnel Requirements - MRP Part M Subpart G

### Rationale

*To contribute to the preservation of Airworthiness all personnel working in a Military Continuing Airworthiness Management Organization (Mil CAMO) are required to be suitably qualified, experienced and, where appropriate, authorized to carry out their role. Without competent and knowledgeable personnel, both leading and supporting the Mil CAMO, the Continuing Airworthiness (CAw) of the supported organizations' Air Systems may be compromised. This RA requires Military Continuing Airworthiness Managers (Mil CAM) to be supported by sufficient Suitably Qualified and Experienced Persons (SQEP) to support the Maintenance of CAw.*

### Contents

**4945(1): Requirements for the Military Continuing Airworthiness Manager**

**4945(2): Qualification of Personnel**

**4945(3): Personnel Competence and MRP Part M Authorization**

### Regulation 4945(1)

#### Requirements for the Military Continuing Airworthiness Manager

4945(1) The Mil CAM **shall**:

- a. Either:
  - (1) Where they are within a construct supporting a Delivery Duty Holder (DDH) who has direct Air Safety Responsibility, be a Crown Servant; or,
  - (2) Where they are within a construct supporting a Defence Contractor Flying Organization<sup>1</sup> (DCFO) have their appointment endorsed by the MAA through the submission and Approval of a MAA Maintenance Approved Organization Scheme (MAOS) / Continuing Airworthiness Management Organization (CAMO) Form 4<sup>2</sup>.
- b. Be responsible to the DDH<sup>3</sup> and / or Accountable Manager (Military Flying) (AM(MF))<sup>3</sup> and ensure that the organization is always in compliance with MRP Part M Subparts C and G, and when approved, Subpart I.
- c. Be responsible for the management and oversight of all CAw activities.
- d. Be able to show relevant knowledge and appropriate experience related to Air System CAw.

### Acceptable Means of Compliance 4945(1)

#### Requirements for the Military Continuing Airworthiness Manager

1. The Mil CAM **should** have:
  - a. Practical experience and expertise in the application of Air Safety standards and safe operating practices in the CAw environment.

<sup>1</sup> Refer to RA 1028 – Contractor Flying Approved Organization Scheme.

<sup>2</sup> MAA MAOS / CAMO Form 4 – Details of Nominated Personnel.

<sup>3</sup> Refer to RA 1016 – Military Continuing Airworthiness Management.



### Acceptable Means of Compliance 4945(1)

- b. A comprehensive knowledge<sup>4</sup> of:
    - (1) Relevant operational requirements and procedures.
    - (2) The DDH's or AM(MF)'s Air System operations and procedures.
    - (3) Quality Systems.
  - c. Either:
    - (1) Have been a previous holder of Authority Level J; or,
    - (2) Had five years' relevant work experience of which at least two **should** be from the aeronautical industry in an appropriate position.
  - d. Engineering Council Professional Registration as detailed in RA 1002<sup>4</sup>.
  - e. A thorough knowledge of the organization's Continuing Airworthiness Management Exposition (CAME).
  - f. Knowledge of the type(s) of Air System(s) for which Responsibility is held, gained through a formalized training course. Such courses **should** cover typical Systems embodied in those Air Systems being within the scope of Approval.
  - g. Successfully completed all relevant Air Safety training courses<sup>5</sup>.
  - h. Knowledge of applicable Regulations.
2. ► Any nominated Deputy Mil CAM (DCAM) expected to personally exercise delegated Mil CAM authorizations **should** also meet the SQEP criteria detailed in paragraph 1 of this Regulation. ◀

### Guidance Material 4945(1)

#### Requirements for the Military Continuing Airworthiness Manager

- 3. The Mil CAM is responsible for all CAw management functions. Depending on the size of the operation and Structure of the organization, these functions may be divided between separate managers or combined under one individual. However, the Mil CAMO Quality Management System<sup>6</sup>, ►needs to◀ be independent from the other functions.
- 4. ► Though overarching responsibility remains with the Mil CAM, a DCAM may be nominated by the Mil CAM to undertake delegated CAw management activities to increase the resilience of an organization. This could be appropriate in a number of circumstances, including but not limited to;
  - a. When a single Mil CAM is responsible for more than one platform type.
  - b. When a Mil CAM is responsible for Air Systems based at locations remote from them. ◀
- 5. An adequate formalized type training course for the Mil CAM would typically be expected to be of several days' duration.
- 6. The MAA MAOS / CAMO Form 4<sup>2</sup> can be found on the MAA Website<sup>7</sup>.
- 7. In some circumstances DCFOs may need to utilize a Crown Servant Mil CAM and Mil CAMO under a bespoke written agreement<sup>3</sup>. In such cases the Contracted Crown Servant Mil CAM will not be required to undergo Approval by the MAA using the MAA MAOS / CAMO Form 4 process.

<sup>4</sup> Refer to RA 1002 – Airworthiness Competent Persons.

<sup>5</sup> Refer to RA 1440 – Air Safety Training.

<sup>6</sup> Refer to RA 4951 – Quality System - MRP Part M Subpart G.

<sup>7</sup> <https://www.gov.uk/government/publications/regulatory-article-ra-4806-personnel-requirements-mrp-145a30>.

## Regulation 4945(2)

### Qualification of Personnel

- 4945(2) The Mil CAMO **shall** have sufficient SQEP for the expected work:
- a. The Competence of all personnel involved in Mil CAMO activities **shall** be established by the Mil CAM and recorded.
    - (1) The Mil CAM **shall** establish and control the continued Competence of personnel involved in the Mil CAMO, Military Airworthiness Review and / or Quality Audits in accordance with approved procedures and to a standard agreed by the MAA.

## Acceptable Means of Compliance 4945(2)

### Qualification of Personnel

8. To gain MAA Approval for the number of individuals and their requisite qualifications, the Mil CAMO **should**:
- a. Make an analysis of the tasks to be performed and the way in which it intends to divide and / or combine these tasks. This **should** include any Mil CAMO Subcontracted tasks<sup>8</sup> carried out by other organizations on the Mil CAMO's behalf.
  - b. Indicate how it intends to assign responsibilities.
  - c. Establish the workforce resource and the qualifications needed to perform the tasks.
  - d. This analysis **should** be updated when significant changes in the tasks occur, relevant to the number and qualifications of persons needed.
9. Adequate initial and recurrent training **should** be provided and recorded to demonstrate continued Competence.

## Guidance Material 4945(2)

### Qualification of Personnel

10. The actual number of people to be employed and their necessary qualifications are dependent upon:
- a. The size and complexity of the organization.
  - b. The number, complexity and age of the Air Systems.
  - c. The operational profiles and the amount and complexity of Maintenance to be carried out.
11. The number of people needed and their qualifications may differ greatly from one organization to another and a simple formula covering the whole range of possibilities is not feasible.

## Regulation 4945(3)

### Personnel Competence and MRP Part M Authorization

- 4945(3) The Mil CAM **shall** establish the Competence and control the Authorization<sup>9</sup> of personnel making Airworthiness or Aircraft Maintenance Programme (AMP) decisions on behalf of the Mil CAM, or conducting other specific tasks for which the Mil CAM is responsible. In addition to the necessary expertise related to the job function, Competence **shall**

<sup>8</sup> Refer to RA 4961(2): Military Continuing Airworthiness Management Organization Responsibilities Prior to the Release of an Air System.

<sup>9</sup> Refer to RA 1006 – Delegation of Engineering Authorizations.

include the understanding of relevant Mil CAMO governance, procedures and MRP Part M Regulation.

**Acceptable  
Means of  
Compliance  
4945(3)**

**Personnel Competence and MRP Part M Authorization**

12. All personnel who perform tasks or make decisions on behalf of the Mil CAM, including Contracted<sup>10</sup> staff, **should** be trained, assessed as Competent<sup>6</sup> and authorized for specific Part M tasks, including, but not limited to:

- a. The extension of Preventive Maintenance, or the deferment of Corrective Maintenance<sup>8</sup>.
- b. Cannibalizations.
- c. The amendment or replacement of CAw Records, or access to quarantined CAw Records<sup>11</sup>.
- d. The Audit of Airworthiness data in support of Airworthiness Information Management processes<sup>12</sup>.
- e. The Approval of Mil CAMO Instructions<sup>13</sup>.

13. Individuals conducting a Competence assessment of personnel employed in specific Part M tasks, **should** ensure that those being assessed have received an appropriate level of training or familiarization on the Air System type and relevant organization procedures prior to being authorized.

14. Part M Authorizations **should** be recorded using a system that is auditable.

15. Where Part M activity is formally Subcontracted outside of the Mil CAMO the Mil CAM **should** seek Assurance that those Subcontracted staff are suitably trained, assessed as Competent and authorized. This **should** be detailed within the organization's CAME.

**Guidance  
Material  
4945(3)**

**Personnel Competence and MRP Part M Authorization**

16. There is no requirement to issue separate Authorizations for tasks listed at Para ►12◄ a-c where Civil Aviation Authority (CAA) Part-66 – Aircraft Maintenance Licencing and / or CAA nominated personnel Approvals via an SRG 1769 are in place<sup>14</sup>.

<sup>10</sup> Refer to RA 4956 – Military Continuing Airworthiness Management Organization Tasks Performed by Other Organizations – MRP Part M Subpart G.

<sup>11</sup> Refer to RA 4964(2): Continuing Airworthiness Records.

<sup>12</sup> Refer to RA 1223(2): Airworthiness Information Management.

<sup>13</sup> Refer to RA 4966(1): Use of Military Continuing Airworthiness Management Organization Instructions.

<sup>14</sup> CAA Part-66 Aircraft Maintenance License holders may exercise privileges, as governed by CAA 66.A.20, without the need for Mil CAMO to issue separate MRP Part M authorizations to those personnel.