

RA 2210 – Preventive Maintenance and Continuous Charge Operations

Rationale

Preventive Maintenance comprises scheduled Maintenance, condition-based Maintenance and flight servicing; all of which are Maintenance activities that are to be carried out on an Air System prior to, or on completion of, a period of flying. Continuous Charge¹ operations allow Air Systems to perform a single sortie by multiple crews, or multiple sorties by either a single crew or different crews, between periods of Preventive Maintenance. Flight beyond Preventive Maintenance limits may lead to an Air System's components operating beyond their permitted parameters and therefore create an increased Risk to Life. Therefore, an Air System will be operated within those limits, and the correct procedures followed during Continuous Charge operations.

Contents

2210(1): Preventive Maintenance Limitations

2210(2): Continuous Charge Operations

Regulation 2210(1)

Preventive Maintenance Limitations

2210(1) ► The Air System shall only be operated within the validity period of Preventive Maintenance.

Acceptable Means of Compliance 2210(1)

Preventive Maintenance Limitations

1. Aviation Duty Holders and Accountable Managers (Military Flying) should issue orders that ensure ► Responsible Aircrew Members do not operate an Air System beyond the validity period of Preventive Maintenance.

Guidance Material 2210(1)

Preventive Maintenance Limitations

2. Preventive Maintenance comprises scheduled Maintenance, condition-based Maintenance and flight servicing as detailed in the Air System Maintenance programme, as well as any additional Preventive Maintenance requirements that may be imposed by the Military Continuing Airworthiness Management Organization.
3. The next Preventive Maintenance due will be recorded in the Air System technical log.

Regulation 2210(2)

Continuous Charge Operations

2210(2) To conduct Continuous Charge operations the Aircraft Commander shall:

- a. Ensure any Maintenance undertaken on the Air System during a period of Continuous Charge is conducted by appropriately Authorized² personnel;
- b. ► Ensure that a Responsible Aircrew Member records any Faults occurring during the Period of Operation;
- c. ► Ensure any change of ► Responsible Aircrew Member is recorded in the Air System technical log.

¹ ► Refer to MAA02 – MAA Master Glossary.

² Refer to RA 4806 – Personnel Requirements (MRP 145.A.30).

Acceptable Means of Compliance 2210(2)

Continuous Charge Operations

4. The Aircraft Commander **should** ensure that ▶◀ any flight servicing or Pre-flight Maintenance³ ▶◀ required during a period of Continuous Charge ▶ is conducted by an Authorized person. ◀
5. During a period of Continuous Charge, the Aircraft Commander **should**:
 - a. ▶ Ensure the completion of ◀ flight servicing activities that become due in accordance with (iaw) the flight servicing schedule. These activities may be delegated to suitably Authorized engineering staff or ▶ a Responsible Aircrew Member, ◀ however the Aircraft Commander remains responsible for the conduct of the Maintenance.
 - b. Ensure any Pre-flight Maintenance is conducted iaw the MAM-P³ ▶◀ instructions governing Air System Maintenance whilst under Aircrew Charge.
 - c. Ensure that all essential records are updated within the Air System technical log (MOD Form 700 or its equivalent).
 - d. ▶ Ensure that ◀ all Faults occurring during a period of Continuous Charge ▶ are recorded ◀ in the Air System technical log (MOD Form 700 or its equivalent).
6. When permitted, a crew change, flight servicing, Pre-flight Maintenance or replenishment with engines / rotors running **should** only occur with specific Authorization from the Aircraft Commander.
7. All ▶ Responsible Aircrew Member ◀ changes that take place during Continuous Charge **should** be recorded in the Air System technical log (MOD Form 700 or its equivalent). For the MOD Form 700 the specific document is either the current Flight Servicing Certificate (FSC) or the Continuous Operation Crew Charge Certificate.
8. An Aircraft Commander who takes over, or continues to be responsible for, an Air System on Continuous Charge with declared Faults **should** either:
 - a. ▶ Ensure ◀ their acceptance of those Faults ▶ is recorded ◀ or;
 - b. Declare the Air System Unserviceable and return the Air System to the responsible Maintenance organization.

Guidance Material 2210(2)

Continuous Charge Operations

9. Continuous Charge ▶◀ is a concept of operations ▶◀ which allows ▶◀ Air Systems to perform ▶ a single sortie by multiple crews, or ◀ multiple sorties ▶ by either a single crew or different crews, ◀ while remaining under the Responsibility of ▶ an ◀ Aircraft Commander(s).
10. A period of Continuous Charge starts when the first Aircraft Commander accepts custody of the Air System⁴ and the technical log acceptance certificate is signed (MOD Form 700 or its equivalent) ▶ by the Responsible Aircrew Member. ◀ It ends when the final after-flight declaration is completed and custody of the Air System is returned to the Maintenance organization. For the MOD Form 700 these signatures are recorded on the FSC.
11. The Aircraft Commander may physically leave the Air System, but they retain responsibility for the Air System until they are no longer the Aircraft Commander.
12. Continuous Charge operations are only permitted on ▶◀ Air Systems for which Approval has been granted by the respective Type Airworthiness Authority (TAA)⁵.

³ Refer to the Manual of Airworthiness Maintenance – Processes (MAM-P) – Chapter 4.1 - Types of Maintenance.

⁴ Refer to RA 2301 – Responsibility for an Air System.

⁵ 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. ◀