

## RA 4947 - Continuing Airworthiness Management - MRP Part M Subpart G

### Rationale

*For a Military Continuing Airworthiness Management Organization (Mil CAMO) to be approved by the MAA it will have adequate procedures for ensuring the Continuing Airworthiness Management of its Air Systems. If these procedures do not address all of the tasks required to maintain Airworthiness, an Air System could be released for flight in a non-airworthy condition. This RA identifies the minimum activity ►required for◀ a Mil CAMO ►◀ to ensure the Airworthiness of Air Systems in their Area of Responsibility, ►and to support the Air Safety Management System (ASMS), and provide Continuing Airworthiness (CAw) evidence into the Air System Safety Case (ASSC).◀*

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#### Regulation 4947(1)

#### Military Continuing Airworthiness Management Organization Responsibilities

- 4947(1) For all Air Systems within the organization's Continuing Airworthiness Management Exposition (CAME), the approved Mil CAMO **shall**:
- a. Develop and control an Aircraft Maintenance Programme (AMP), support any applicable reliability programme and propose amendments and additions to the Maintenance schedule to the Type Airworthiness Authority (TAA)<sup>1</sup>.
  - b. Manage the embodiment of Modifications and Repairs.
  - c. Ensure that all Maintenance is carried out to the required Quality and in accordance with (iaw) the AMP, and correctly released<sup>2, 3</sup>.
  - d. Ensure that all applicable Special Instructions (Technical) (SI(T)) have their requirements fulfilled.
  - e. Ensure that Military Maintenance Organizations (MMOs) and / or MRP Part 145 Approved Maintenance Organizations (AMOs) correctly manage Faults reported, or discovered, during scheduled Maintenance<sup>2</sup>.
  - f. Co-ordinate scheduled Maintenance, fulfilling the requirements of SI(T)s and the replacement of ►parts that have reached their certified life limit.◀
  - g. Manage and archive all CAw records and the operator's technical log.

<sup>1</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..

<sup>2</sup> Refer to RA 4812 – Certification of Air System Release and Component Release (MRP 145.A.50).

<sup>3</sup> Refer to RA 4961 – Aircraft Maintenance Programme and Military Continuing Airworthiness Management Organization Responsibilities for Air System release - MRP Part M Subpart C.

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- h. Conduct Assurance that the weight and moment statement reflects the current status of the Aircraft.
- i. Initiate and coordinate any necessary actions and follow-up activity highlighted by an Occurrence report.

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**Military Continuing Airworthiness Management Organization Responsibilities**

**4947(1)**

1. For those Mil CAMOs which use Civil Aviation Authority Approved organizations via a Contracted arrangement<sup>4</sup>, the Mil CAM **should** rigorously demonstrate what Assurance and control measures will be employed by the Mil CAMO to ensure the Airworthiness of the Air System for any CAW Responsibilities conducted by other parties<sup>5</sup>.

**4947(1)a**

2. For all Air Systems within the organization's CAME, the approved Mil CAMO **should** refer to RA 4961<sup>3</sup>.

3. The Military Continuing Airworthiness Manager (Mil CAM) **should** support the TAA with CAW decisions when an Out of Service Date Extension Programme is being developed. Specific consideration **should** be given to any previous cost benefit analysis on Modifications not carried out<sup>6</sup>.

**4947(1)b**

4. For all Air Systems within the organization's CAME, the approved Mil CAMO **should** refer to RA 4963<sup>7</sup>.

**4947(1)c**

5. For all Maintenance activity the Mil CAMO **should** agree the work package content with the Maintenance Organization (MO) conducting the work and receive Assurance of its satisfactory completion.

6. The Mil CAMO **should**:

- a. Facilitate access for the MO to the applicable current Approved Data, including that relating to Modifications and Repairs.
- b. Be responsible for the management and oversight of any issues arising from Maintenance including the delivery and acceptance processes.
- c. Conduct input and output meetings for each Air System to establish the required Maintenance (including any applicable Modifications, Repairs, SI(T)s and upgrades) and receive Assurance of its satisfactory completion.
- d. Manage the completion or deferment of emergent work, seeking and obtaining Technical Information (TI).

7. The Mil CAMO **should** maintain an airworthy fleet, and conduct Assurance on the standard of output from any MO.

- a. Where the Mil CAMO and MO share the same Quality ► Management ◄ System ► (QMS), ◄ this could be achieved through the internal ► QMS ◄ process. For Contracted organizations, the Mil CAMO **should** ensure appropriate Contract cover is in place to provide equivalent levels of Assurance.
- b. Where the Mil CAMO and MO do not share the same ► QMS, ◄ such Assurance **should** be achieved through either formal visits to the organization or external 2<sup>nd</sup> / 3<sup>rd</sup> party Assurance or Auditing.

<sup>4</sup> Refer to RA 1165 – UK Civil Aviation Authority Oversight of UK Military Registered ► Aircraft. ◄

<sup>5</sup> Refer to RA 4956 – Military Continuing Airworthiness Management Organization Tasks Performed by Other Organizations – MRP Part M Subpart G.

<sup>6</sup> Refer to RA 5725 – Out of Service Date Extension Programme.

<sup>7</sup> Refer to RA 4963 – Modifications and Repairs – MRP Part M Subpart C.

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c. ► If Aircraft Cross Maintenance (ACM)<sup>8</sup> by MMOs of foreign nations is conducted on a UK Air System, the Mil CAMO **should** detail in the CAME any necessary Assurance arrangements iaw the Recognition<sup>9</sup> Implementing Arrangement (RIA) and associated Technical Annexes, and / or Command level agreement. ◀

8. The Mil CAMO **should** conduct Assurance of the support Contract and framework where the Air System and / or component Maintenance has been Contracted out to an MO on behalf of the CAMO by a Contracting agent (eg Delivery Team (DT)).

9. The Mil CAMO **should** acknowledge receipt if notified by a MO that they intend to deviate from TI<sup>2</sup>. The Mil CAMO **should** consider the implications, providing comment on the deviation with a view to advising appropriate remedial action.

**4947(1)d**

10. For all Air Systems within the organization's CAME, the approved Mil CAMO **should** refer to RA 4962<sup>10</sup>.

**4947(1)e**

11. The Mil CAMO **should** ensure the use of a ► **Competent** ◀ MO to conduct Corrective Maintenance. The Mil CAMO **should** conduct Assurance to check that the MOs use appropriately Authorized personnel for the tasks.

12. The Mil CAMO **should** review Limitations / Acceptable Deferred Faults to:

- a. Highlight and address adverse trends, notifying these to the TAA, Delivery Duty Holder (DDH) or Accountable Manager (Military Flying) (AM(MF)) as appropriate.
- b. Identify any cumulative Risk.
- c. Ensure that, for out-of-limits Faults and damage, advice has been sought from the TAA on Airworthiness Risk.

13. The Mil CAMO **should** ensure that a register is maintained of reported instances of Air Systems displaying Uncommanded Flying Control Movements, Control Restrictions or other abnormal flying characteristics, with any detected trends being thoroughly investigated<sup>11</sup>.

**4947(1)f**

14. The Mil CAMO **should** plan and control all Maintenance activity, including the use of latitudes, deferments or Concessions as part of the fleet management task.

15. The Mil CAMO **should** inform the ► **DDH** ◀ or AM(MF) if there are any significant aspects of Maintenance that cannot be carried out and advise of the implications.

16. Where a ► **part's certified life limit** ◀ cannot be ascertained, the Mil CAMO **should** ensure that it is not used until such life can be determined, recovered or the part disposed of.

**4947(1)g**

17. For all Air Systems within the organization's CAME, the approved Mil CAMO **should** refer to RA 4964<sup>12</sup>.

**4947(1)h**

18. The Mil CAMO **should** conduct Assurance of the weight and moment statement to check that it reflects the current status of the Air System.

<sup>8</sup> ► Refer to 4800 – General Requirement (MRP Part 145)

<sup>9</sup> Recognition is the process used to evaluate other Military aviation regulators and assess the potential to use their Airworthiness outputs within MAA processes, see [MAA Recognition](#). ◀

<sup>10</sup> Refer to RA 4962 – Special Instructions (Technical) – MRP Part M Subpart C.

<sup>11</sup> Refer to RA 4061 – Air Systems Displaying Abnormal Flying Characteristics.

<sup>12</sup> Refer to RA 4964 – Continuing Airworthiness Management Records – MRP Part M Subpart C.

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19. The Mil CAMO **should** maintain oversight of Occurrence reports<sup>13</sup> raised and subsequent action. Occurrence reports include, but are not limited to, Defence Air Safety Occurrence Reports (DASORs), Narrative Fault Reports and Serious Fault Reports.

20. The Mil CAMO **should** report to the TAA, any identified condition of an Air System, component or Maintenance procedure that endangers Air Safety as identified by the Mil CAMO.

21. Where an Air System Occurrence report has an Airworthiness aspect, the Mil CAMO **should** ensure the investigation of the Occurrence and subsequent recovery of the Air System (including any associated components) is robust.

22. Where the Occurrence report has a CAW implication for the fleet, the Mil CAMO **should** ensure that appropriate remedial action is taken to minimize ► **the likelihood of repetition of the Occurrence**. ◀ This could include:

- a. Changes to the AMP.
- b. Addressing Human Factors issues (which could include training, working conditions, etc).

23. Where the Occurrence report has a TAW implication the Mil CAMO **should** confirm that appropriate remedial action is being taken by the TAA / Original Equipment Manufacturer. This could be achieved by:

- a. Raising a MOD Form 760<sup>14</sup> or equivalent.
- b. Identifying the requirement for a Follow Up Report to the Occurrence report to be carried out by the TAA<sup>13</sup>.

24. The Mil CAMO **should** ensure that appropriate follow-up activity to relevant Occurrence reports is completed, keeping the DDH or AM(MF) apprised of any significant Airworthiness issues. This includes ensuring the satisfactory completion of the Maintenance aspects of the Air System's DASOR.

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25. MRP Part M Subpart C is designed to directly support the Airworthiness tasks required by this RA. Compliance with Subpart C is necessary to achieve an Approval for MRP Part M Subpart G. Consequently, a separate Subpart C Approval is not required.

**4947(1)a**

26. Nil.

**4947(1)b**

27. Nil.

**4947(1)c**

28. Nil.

**4947(1)d**

29. Nil.

**4947(1)e**

30. Nil.

**4947(1)f**

31. Nil.

<sup>13</sup> Refer to RA 1410 – Occurrence Reporting and Management.

<sup>14</sup> Refer to MOD Form 760 – Narrative Fault Report.

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32. Nil.

**4947(1)h**

33. Although assured by the Mil CAMO, the Mil CAMO itself is not responsible for carrying out the weighing activity.

**4947(1)i**

34. Nil.

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