

RA 1006 - Delegation of Engineering Authorizations

Rationale

Engineering authorizations are required to permit competent staff to manage, supervise and undertake a range of Air System and Air System component Maintenance ► and Continuing Airworthiness (CAW) management activities ◀ within the Defence Air Environment. An Air System's Airworthiness could be compromised without the use of a robust, auditable system of cascaded engineering authorizations that formally prescribes the Maintenance ► and CAW management activities ◀ an individual can undertake. ► This RA ◀ requires that each engineering authorization is granted to competent Maintenance ► and Continuing Airworthiness Management Organization (CAMO) ◀ staff, which can be traced back to an individual holding executive responsibility for Airworthiness.

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Delegation of Engineering Authorizations

1006(1) Engineering authorizations **shall** be cascaded by competent and authorized individuals in an auditable manner, originating from individuals holding posts with executive responsibility for Airworthiness.

Acceptable Means of Compliance

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Delegation of Engineering Authorizations

1. Within Military Maintenance Organizations (MMOs)¹ ► and Military CAMOs ◀ the Manual of Airworthiness Maintenance – Processes (MAM-P) authorization system **should** be used.
2. The identification of “appointed Level K” and “appointed Level J” posts **should** only be made by an individual with executive responsibility for Airworthiness, defined for the purpose of this Regulation as one of the following:
 - a. **For Defence Equipment and Support (DE&S) and Command engineering posts:** The Chief Air Engineer (CAE) to the relevant-Operating Duty Holder (ODH), on behalf of the ODH².
 - b. **For Defence Accident Investigation Branch (DAIB) (Air) posts:** Director (Technical) MAA, limited to those personnel within the DAIB (Air) who require MAM-P authorizations in the course of their investigations.
3. Appointed Level K and appointed Level J posts **should** be identified in a manner that is auditable, for example, in mid-level orders. When publishing this information, any restrictions imposed on the scope of authorization associated with the post **should** be detailed.
4. The individual identifying appointed Level K and appointed Level J posts **should** ensure that personnel filling such positions are competent to do so and are therefore granted appropriate engineering authorizations on appointment.
5. In order to ensure that the Aviation Duty Holder (ADH) is cognisant of the risk ► they ◀ hold, engineering authorizations which enable the holder to defer Maintenance **should** only be granted by individuals within that ADH's Area of Responsibility unless agreement to do so has been received from the relevant ADH's ► Military Continuing Airworthiness Manager (Mil CAM). ◀ Where such authorizations are granted to individuals that operate across ADH boundaries, all affected ADHs, through their ► Mil CAM ◀, **should** formally agree to the extent of authorization granted.
6. While contractors may hold Level K and Level J authorizations, the authorizations “appointed Level K” and “appointed Level J” **should** only be granted to Crown Servants.

¹ The term MMO is used to describe military-run organizations that conduct Maintenance on Air Systems, Air System equipment and / or Air System components. This term does not include those contractor-run organizations that require approval under MRP Part 145; such organizations are known as Approved Maintenance Organizations (AMOs).

² Refer to RA 1023 – Chief Air Engineer – Air Safety Responsibilities.

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7. Level K, Level J, Level H or Level G authorizations may be granted to contractors subject to the relevant requirements³, which includes the requirement for an individual's competency to be assessed prior to them receiving an authorization. In addition, the following criteria apply:

- a. The scope of authorizations granted **should** be restricted to permit only those activities that the respective ADH requires the contractor to undertake.
- b. A list of the names of those contractors holding authorizations allowing Maintenance and / or flight servicing activities to be waived or deferred **should** be maintained in an auditable manner.

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8. This Regulation must be read in conjunction with other applicable MRP requirements⁴ concerning the assessment of competence and the recording and distribution of engineering authorizations. Although this Regulation includes content on the granting of authority to defer Maintenance, the granting of such authority through a Letter of Airworthiness Authority is outside the scope of this Regulation and exempt from its requirements.

9. The ► **Maintenance and CAw management** ◀ engineering authorization systems break individual authorizations into Authority Levels with authorizations granted by holders of specific Level K or Level J authorizations. The appointed Level K and appointed Level J authorizations grant the holder the full range of authorizations within that respective Authority Level, except where specific restrictions have been imposed.

10. As detailed in this Regulation, engineering authorizations are normally cascaded from the appointed Level K or appointed Level J. However, by virtue of holding executive responsibility for Airworthiness, the individuals described in Paragraph 2 of this Regulation may also grant an individual any subordinate authorization³. This satisfies those occasions where there is no appointed Level K in the authorization chain.

11. In relation to Paragraph 5, the term 'authorizations which enable the holder to defer Maintenance' includes those that permit the holder to defer corrective Maintenance and extend scheduled Maintenance.

► Military CAMOs and Part M Authorizations

12. **Military CAMOs are to use Part M authorizations in accordance with (iaw) RA 4945(3)⁵.** ◀

Authority Level K and Level J on deployed and embarked operations

13. In order to provide adequate management of Maintenance activities, ADHs may wish to establish engineering posts that hold a range of Level K and / or Level J authorizations in a particular Operational Theatre or for embarked operations. This is permitted provided that the delegation principles detailed in this Regulation are met. Where such posts require authority over Air System types belonging to multiple ADHs, particular attention must be given to the requirements at Paragraph 5.

Use of MAM-P engineering authorizations by contractors

14. While the use of the MAM-P engineering authorization system is required for MMOs, AMOs ► **and contracted CAMOs** ◀ may utilize an alternative system of granting engineering authorizations, subject to meeting the requirements of ► **both** ◀ MRP Part 145 ► **and Part M.** ◀

15. Where the MAM-P engineering authorization system is adopted by an AMO ► **or contracted CAMO** ◀ as a framework for cascading engineering authorizations, the organization will be able to propose that a nominated individual (normally the

³ Refer to RA 4806(5): Personnel Competences and Authorization (MRP 145.A.30(e)).

⁴ Refer to RA 1002 – Airworthiness Competent Persons; RA 4806 – Personnel Requirements (MRP 145.A.30); and RA 4807 – Certifying Staff and Support Staff (MRP 145.A.35).

⁵ ► **Refer to RA 4945(3): Personnel Competence and MRP Part M Authorization.** ◀

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Quality Manager⁶) holds a limited range of Authority Level K and / or Authority Level J authorizations using the MAA MAOS CAMO Form 4 process⁷. However, the scope of such authorization will be limited to the minimum MAM-P engineering authorizations necessary to enable the organization to undertake the scope of Maintenance for which it has been approved for, within the constraints of MRP Part 145 ►and Part M.◄

16. Where an ADH CAE ►or Mil CAM◄ identifies the need for a contractor to hold authorizations in addition to those that have been allowed through MAA approval of a contractor-run Maintenance organization's authorization system, contractors may be granted such authorizations iaw this Regulation and RA 4806⁷.

17. When granting MAM-P engineering authorizations to contractors, it is important to understand that the full scope of privileges available in the authorization system may not be appropriate, in particular those authorizations providing engineering managers latitude to waive or defer Maintenance. Many of these activities are either unlikely to be necessary in an AMO, or it may be more suitable for them to be controlled by a Crown Servant.

⁶ Refer to RA 4807(9): Responsibility for Issuing Certification Authorization (MRP 145.A.35(i)).

⁷ Refer to RA 4806 – Personnel Requirements (MRP 145.A.30).

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