United Kingdom

Civil Aviation Authority

Official Record Series 9

CAA Decision to adopt Acceptable Means of Compliance and Guidance Material pursuant to Article 76(3) UK Reg (EU) 2018/1139

DECISION No. 49

Publication date: 13 May 2025

Decision amending Acceptable Means of Compliance (AMC) to UK Regulation (EU) Reg No. 1321/2014 (UK Continuing Airworthiness Regulation) regarding maintenance data and the installation of certain aircraft components during maintenance.

Background

1. Statutory Instrument (SI) 2023 No. 588, The Aviation Safety (Amendment) Regulations 2023, laid before Parliament on 30 May 2023, amended and corrected Regulation (EU) No. 1321/2014 as regards maintenance data and the installation of certain aircraft components during maintenance.

2. By this Decision, the CAA is only amending the AMC and GM to the relevant parts of Part M, Part 145, Part CAMO, Part CAO and Part T to UK Regulation (EU) No. 1321/2014 to support the regulation changes which came into force on 20 June 2023. The AMC and GM to support the amendments to maintenance data and the installation of certain aircraft components during maintenance. The changes affect:

   a. New GM:

   GM M.A.305

   b. Amendment to existing AMC and GM:
   AMC1 CAMO.A.200(a)(1); AMC1 CAMO.A.305(g); Appendix II to AMC1 CAMO.A.125(d)(3); Appendix I to AMC1 CAO.B.045(c) and AMC1 CAO.B.055; Appendix II to AMC T.B.702; AMC 145.A.30(f); GM2 145.A.65(b)(1); Appendix IV to AMC 145.A.30(e) and 145.B.10(3); AMC M.A.606(f); AMC M.A.803; AMC M.B.901; Appendix II to AMC M.A.711(a)(3); Appendix VII to AMC M.B.702(f); Appendix XII to AMC M.A.706(f) and AMC1 M.B.102(c).

Decision:

3. The CAA, under Article 76(3) of Regulation (EU) 2018/1139, has decided to:

    a. Adopt the AMC and GM for UK Reg (EU) No. 1321/2014 attached at Schedules 1 to 5 inclusive;

4. This Decision will remain in force unless revoked or amended by the CAA.

Definitions

All references to Regulations are to assimilated law pursuant to the Retained European Union Law (Revocation and Reform) Act 2023.

Rob Bishton
For the Civil Aviation Authority

Date of Decision: 13 May 2025

Schedule 1 Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Annex Vc (Part-CAMO) to UK Regulation (EU) No 1321/2014

Includes the Acceptable Means of Compliance (AMC) and Guidance Material (GM) documents referenced below.

The text of the amendment is arranged to show deleted text, new or amended text as shown below:

(a) ~~Text to be deleted is shown struck through~~;

(b) New text is highlighted in grey;

(c) ~~Text to be deleted is shown struck through~~ followed by the replacement text which is highlighted in grey.

AMC1 CAMO.A.200(a)(1) is replaced by the following:

AMC1 CAMO.A.200(a)(1) Management system

ORGANISATION AND ACCOUNTABILITIES

(a) The management system should encompass safety by including a safety manager, and a safety review board in the organisational structure. The functions of the safety manager are those defined in AMC1 CAMO.A.305(a)(4);(a)(5).

(b) Safety review board

(1) The safety review board should be a high-level committee that considers matters of strategic safety in support of the accountable manager's safety accountability.

(2) The board should be chaired by the accountable manager and composed of the person or group of persons nominated under point CAMO.A.305 ~~300~~ (a) and (b).

(3) The safety review board should monitor:

(i) safety performance against the safety policy and objectives;

(ii) that any safety action is taken in a timely manner; and

(iii) the effectiveness of the organisation's management system processes.

(4) The safety review board may also be tasked with:

(i) reviewing the results of compliance monitoring;

(ii) monitoring the implementation of related corrective and preventive actions.

(c) The safety review board should ensure that appropriate resources are allocated to achieve the established safety objectives.

(d) The safety manager or another person designated by the safety manager may attend, as appropriate, safety review board meetings. He or she may communicate to the accountable manager all information, as necessary, to allow decision-making based on safety data.

(e) Notwithstanding point (a), where justified by the size of the organisation and the nature and complexity of its activities and subject to a risk assessment and agreement by the CAA, the organisation may not need to establish a formal safety review board. In this case, the tasks normally allocated to the safety review board should be allocated to the safety manager.

AMC1 CAMO.A.305(g) is replaced by the following:

AMC1 CAMO.A.305(g) Personnel requirements

COMPETENCY ASSESSMENT OBJECTIVES

The procedure referred to in point CAMO.A.305(g) should require amongst others that technical support personnel such as, planners, engineers, and technical record staff, supervisors, post-holders, airworthiness review staff, whether employed or contracted, are assessed for competency before unsupervised work commences and competency is controlled on a continuous basis.

Competency should be assessed by the evaluation of:

— on-the-job performance and/or testing of knowledge by appropriately qualified personnel;

— records for basic, organisational, and/or product type and differences training; and

— experience records.

Validation of the above could include a confirmation check with the organisation(s) that issued such document(s). For that purpose, experience/training may be recorded in a document such as a log book. As a result of this assessment, an individual's qualification should determine:

— which level of ongoing supervision would be required and whether unsupervised work could be permitted;

— whether there is a need for additional training.

A record should be kept of each individual's qualifications and competency assessment (refer also to point CAMO.A.220(c)). This should include copies of all documents that attest to their qualifications, such as an authorisation held, as applicable.

For a proper competency assessment of its personnel, the organisation should consider the following:

(a) In accordance with the job function, adequate initial and recurrent training should be provided and recorded to ensure continued competency so that it is maintained throughout the duration of the employment/contract.

(b) All staff should be able to demonstrate knowledge of, and compliance with, the CAMO procedures, as applicable to their duties.

(c) All staff should be able to demonstrate an understanding of safety management principles including HF, related to their job function and be trained as per AMC3 CAMO.A.305(g).

(d) To assist in the assessment of competency and to establish the training needs analysis, job descriptions are recommended for each job function in the organisation. Job descriptions should contain sufficient criteria to enable the required competency assessment.

(e) Criteria should allow the assessment to establish that, among other aspects (titles might be different in each organisation):

(1) Managers are able to properly manage processes, resources and priorities described in their assigned duties, accountabilities and responsibilities in accordance with the safety policy and objectives and in compliance with the applicable requirements and procedures.

(2) Maintenance programme engineers are able to interpret source data (norms, data issued by the holder of a design approval or by the CAA, etc.) and use them to develop the aircraft maintenance programme.

(3) Engineering staff are able to interpret source data (norms, data issued by the holder of a design approval or by the CAA, etc.) and use them as needed (e.g. to make work cards).

(4) Planners are able to organise maintenance activities in an effective and timely manner.

(5) Compliance monitoring staff are able to monitor compliance with this Regulation and to identify non-compliances in an effective and timely manner so that the organisation may remain in compliance with this Regulation.

(6) Staff who have been designated safety management responsibilities are familiar with the relevant processes in terms of hazard identification, risk management, and the monitoring of safety performance.

(7) All staff are familiar with the safety policy and the procedures and tools that can be used for internal safety reporting.

(f) The competency assessment should be based upon the procedure specified in ~~GM1~~AMC2 CAMO.A.305(g).

Appendix II to AMC1 CAMO.A.125(d)(3) is replaced by the following:

Appendix II to AMC1 CAMO.A.125(d)(3) — Subcontracting of continuing airworthiness management tasks

1. Subcontracted continuing airworthiness management tasks

1.1. To actively control the standards of the subcontracted organisation, the CAMO should employ a person or group of persons who are trained and competent in the disciplines associated with Part-CAMO. As such, they are responsible for determining what maintenance is required, when it has to be performed, by whom and to what standard in order to ensure the continuing airworthiness of the aircraft to be operated.

1.2. The CAMO should conduct a pre-subcontract audit to establish that the organisation to be subcontracted can achieve the standards required by Part-CAMO in connection with the activities to be subcontracted.

1.3. The CAMO should ensure that the organisation to be subcontracted has sufficient and qualified personnel who are trained and competent in the functions to be subcontracted. In assessing the adequacy of personnel resources, the CAMO should consider the particular needs of those activities that are to be subcontracted, while taking into account the subcontracted organisations existing commitments.

1.4. To be appropriately approved to subcontract continuing airworthiness management tasks, the CAMO should have procedures for the management control of these arrangements. The CAME should contain relevant procedures to reflect its control of those arrangements made with the subcontracted organisation.

1.5. Subcontracted continuing airworthiness management tasks should be addressed in a contract between the CAMO and the subcontracted organisation. The contract should also specify that the subcontracted organisation is responsible for informing the CAMO that is in turn responsible for notifying the respective CAA, of any subsequent changes that affect their ability to fulfil the contract.

1.6. The subcontracted organisation should use procedures which set out the manner of fulfilling its responsibilities with regard to the subcontracted activities. Such procedures may be developed by either the subcontracted organisation or the CAMO.

1.7. Where the subcontracted organisation develops its own procedures, they should be compatible with the CAME and the terms of the contract. These should

be accepted by the CAA as extended procedures of the CAMO and as such should be cross-referenced in the CAME. One current copy of the subcontracted organisation's relevant procedures should be kept by the CAMO and should be accessible to the CAA when needed.

Note: Should any conflict arise between the subcontracted organisation's procedures and those of the CAMO, then the policy and procedures of the CAME will prevail.

1.8. The contract should also specify that the subcontracted organisation's procedures may only be amended with the agreement of the CAMO. The CAMO should ensure that these amendments are compatible with its CAME and comply with Part-CAMO.

The CAMO should nominate the person responsible for continued monitoring and acceptance of the subcontracted organisation's procedures and their amendments. The controls used to fulfil this function should be clearly set out in the amendment section of the CAME detailing the level of CAMO involvement.

1.9. Whenever any elements of the continuing airworthiness management tasks are subcontracted, the CAMO personnel should have access to all relevant data in order to fulfil their responsibilities.

Note: The CAMO retains the authority to override, whenever necessary for the continuing airworthiness of their aircraft, any recommendation of the subcontracted organisation.

1.10. The CAMO should ensure that the subcontracted organisation continues to have qualified technical expertise and sufficient resources to perform the subcontracted tasks while complying with the relevant procedures. Failure to do so may invalidate the CAMO approval.

1.11. The contract should provide for CAA monitoring.

1.12. The contract should address the respective responsibilities to ensure that any findings arising from the CAA monitoring will be closed to the satisfaction of the CAA.

2. Accomplishment

This paragraph describes the topics which may be applicable to such subcontracting arrangements.

2.1. Scope of work

The type of aircraft and their registrations, engine types and/or components subject to the continuing airworthiness management tasks contract should be specified.

2.2. Maintenance programme development and amendment

The CAMO may subcontract the preparation of the draft maintenance programme and any subsequent amendments. However, the CAMO remains responsible for assessing that the draft proposals meet its needs and for obtaining CAA approval, where applicable; the relevant procedures should specify these responsibilities. The contract should also stipulate that any data necessary to substantiate the approval of the initial programme or an amendment to this programme should be provided for CAMO agreement and/or CAA upon request.

2.3. Maintenance programme effectiveness and reliability

The CAMO should have a system in place to monitor and assess the effectiveness of the maintenance programme based on maintenance and operational experience. The collection of data and initial assessment may be made by the subcontracted organisation; the required actions are to be endorsed by the CAMO.

Where reliability monitoring is used to establish the effectiveness of the maintenance programme, this may be provided by the subcontracted organisation and should be specified in the relevant procedures. Reference should be made to the approved maintenance and reliability programme. Participation of the CAMO's personnel in reliability meetings with the subcontracted organisation should also be specified.

When providing reliability data, the subcontracted organisation is limited to working with primary data/documents provided by the CAMO or data provided by the CAMO's contracted maintenance organisation(s) from which the reports are derived. The pooling of reliability data is permitted if it is acceptable to the CAA.

2.4. Permitted variations to the maintenance programme

The reasons and justification for any proposed variation to scheduled maintenance may be prepared by the subcontracted organisation. Acceptance of the proposed variation should be granted by the CAMO. The means by which the CAMO acceptance is given should be specified in the relevant procedures. When outside the limits set out in the maintenance programme, the CAMO is required to obtain approval by the CAA.

2.5. Scheduled maintenance

Where the subcontracted organisation plans and defines maintenance checks or inspections in accordance with the approved maintenance programme, the required liaison with the CAMO, including feedback, should be defined.

The planning control and documentation should be specified in the appropriate supporting procedures. These procedures should typically set out the CAMO's level of involvement in each type of check. This will normally involve the CAMO assessing and agreeing to a work specification on a case-by-case basis for base maintenance checks. For routine line maintenance checks, this may be controlled on a day-to-day basis by the subcontracted organisation subject to appropriate

liaison and CAMO controls to ensure timely compliance. This may typically include but is not necessarily limited to:

— applicable work package, including work cards;

— scheduled component removal list;

— ADs to be incorporated;

— modifications to be incorporated.

The associated procedures should ensure that the CAMO is informed in a timely manner of the accomplishment of such tasks.

2.6. Compliance monitoring and risk assessment

The CAMO's management system should monitor the adequacy of the subcontracted continuing airworthiness management task performance for compliance with the contract and with Part-CAMO and assess the risks entailed by such subcontracting. The terms of the contract should therefore include a provision allowing the CAMO to perform a surveillance (including audits and assessments) of the subcontracted organisation. The aim of the surveillance is primarily to investigate and judge the effectiveness of those subcontracted activities and thereby to ensure compliance with Part-CAMO and the contract and mitigate related safety risks. Audit and assessment reports may be subject to review when requested by the CAA.

2.7. Access to the CAA

The contract should specify that the subcontracted organisation should always grant access to the CAA.

2.8. Maintenance data

The maintenance data used for the purpose of the contract should be specified, together with those responsible for providing such documentation and the CAA responsible for the acceptance/approval of such data, when applicable. The CAMO should ensure that such data, including revisions, is readily available to the CAMO personnel and to those in the subcontracted organisation who may be required to assess such data. The CAMO should establish a 'fast-track' means to ensure that urgent data is transmitted to the subcontractor in a timely manner. Maintenance data is defined in M.A.401(b) or ML.A.401(b) as appropriate. ~~may include but is not necessarily limited to:~~

~~— the maintenance programme,~~

~~— airworthiness directives,~~

~~— service bulletins,~~

~~— repairs/modification data,~~

~~— aircraft maintenance manual,~~

~~— engine overhaul manual,~~

~~— aircraft illustrated parts catalogue (IPC),~~

~~— wiring diagrams,~~

~~— troubleshooting manual.~~

2.9. Airworthiness directives (ADs)

While the various aspects of AD assessment, planning and follow-up may be accomplished by the subcontracted organisation, AD embodiment is performed by a maintenance organisation. The CAMO is responsible for ensuring timely embodiment of the applicable ADs and is to be provided with notification of compliance. It, therefore, follows that the CAMO should have clear policies and procedures on AD embodiment supported by defined procedures which will ensure that the CAMO agrees to the proposed means of compliance.

The relevant procedures should specify:

— what information (e.g. AD publications, continuing airworthiness records, flight hours/cycles, etc.) the subcontracted organisation needs from the CAMO;

— what information (e.g. AD planning listing, detailed engineering order, etc.) the CAMO needs from the subcontracted organisation in order to ensure timely compliance with the ADs.

To fulfil the above responsibility, the CAMO should ensure that it receives current mandatory continued airworthiness information for the aircraft and equipment it is managing.

2.10. Service bulletin (SB) modifications

The subcontracted organisation may be required to review and make recommendations on the embodiment of an SB and other associated non-mandatory material based on a clear policy established by the CAMO. This should be specified in the contract.

2.11. Mandatory life limitation or scheduled maintenance controls and component control/removal forecast

Where the subcontracted organisation performs planning activities, it should be specified that the organisation should receive the current flight cycles, flight hours, landings and/or calendar controlled details, as applicable, at a frequency to be specified in the contract. The frequency should be such that it allows the organisation to properly perform the subcontracted planning functions. It, therefore, follows that there will need to be adequate liaison between the CAMO, the contracted maintenance organisation(s) and the subcontracted organisation. Additionally, the contract should specify how the CAMO will be in possession of all

current flight cycles, flight hours, etc., so that it may assure the timely accomplishment of the required maintenance.

2.12. Engine health monitoring

If the CAMO subcontracts the on-wing engine health monitoring, the subcontracted organisation should receive all the relevant information to perform this task, including any parameter reading deemed necessary to be supplied by the CAMO for this control. The contract should also specify what kind of feedback information (such as engine limitation, appropriate technical advice, etc.) the organisation should provide to the CAMO.

2.13. Defect control

Where the CAMO has subcontracted the day-to-day control of technical log deferred defects, this should be specified in the contract and should be adequately described in the appropriate procedures. The operator's minimum equipment list (MEL)/configuration deviation list (CDL) provides the basis for establishing which defects may be deferred and the associated limits. The procedures should also define the responsibilities and actions to be taken for defects such as aircraft on ground (AOG) situations, repetitive defects, and damage beyond the type certificate holder's limits.

For all other defects identified during maintenance, the information should be brought to the attention of the CAMO which, depending upon the procedural authority granted by the CAA, may determine that some defects can be deferred. Therefore, adequate liaison between the CAMO, its subcontracted organisation and contracted maintenance organisation should be ensured.

The subcontracted organisation should make a positive assessment of potential deferred defects and consider the potential hazards arising from the cumulative effect of any combination of defects. The subcontracted organisations should liaise with the CAMO to get its agreement following this assessment.

Deferment of MEL/CDL allowable defects can be accomplished by a contracted maintenance organisation in compliance with the relevant technical log procedures, subject to the acceptance by the aircraft commander.

2.14. Occurrence reporting

All incidents and safety occurrences should be collected, and those that meet the reporting criteria should be reported as required by point CAMO.A.160 in accordance with a procedure established by the CAMO (see GM1 CAMO.A.205).

2.15. Continuing airworthiness records

They may be maintained and kept by the subcontracted organisation on behalf of the CAMO, which remains the owner of these documents. However, the CAMO should be provided with the current status of AD compliance and life-limited parts and time-controlled components in accordance with the agreed procedures. The CAMO should also be granted unrestricted and timely access to the original

records as and when needed. Online access to the appropriate information systems is acceptable.

The record-keeping requirements of point CAMO.A.220 should be met. Access to the records by duly authorised members of the CAA should be granted upon request.

2.16. Maintenance check flight (MCF) procedures

MCFs are performed under the control of the operator in coordination with the CAMO. MCF requirements from the subcontracted organisation or contracted maintenance organisation should be agreed by the operator/CAMO.

2.17. Communication between the CAMO and the subcontracted organisation

2.17.1. In order to fulfil its airworthiness responsibility, the CAMO needs to receive all the relevant reports and relevant maintenance data. The contract should specify what information should be provided and when.

2.17.2. Meetings provide one important cornerstone whereby the CAMO can fulfil part of its responsibility for ensuring the airworthiness of the operated aircraft. They should be used to establish good communication between the CAMO, the subcontracted organisation and the contracted maintenance organisation. The terms of the contract should include, whenever appropriate, the provision for a certain number of meetings to be held between the involved parties. Details of the types of liaison meetings and associated terms of reference of each meeting should be documented. The meetings may include but are not limited to all or a combination of:

(a) Contract review

Before the contract is enforced, it is very important that the technical personnel of both parties, that are involved in the fulfilment of the contract, meet in order to be sure that every point leads to a common understanding of the duties of both parties.

(b) Work scope planning meeting

Work scope planning meetings may be organised so that the tasks to be performed are commonly agreed.

(c) Technical meeting

Scheduled meetings should be organised in order to review on a regular basis and agree on actions on technical matters such as ADs, SBs, future modifications, major defects found during shop visit, reliability, etc.

(d) Compliance and performance meeting

Compliance and performance meetings should be organised in order to examine matters raised by the CAMO’s surveillance and the CAA’s oversight activity and to agree on necessary preventive, corrective and risk mitigation actions.

(e) Reliability meeting

When a reliability programme exists, the contract should specify the involvement of the CAMO and of the subcontracted organisation in that programme, including their participation in reliability meetings. Provision to enable CAA participation in the periodical reliability meetings should also be made.

Schedule 2 - Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Annex Vd (Part-CAO) to UK Regulation (EU) No 1321/2014

The text of the amendment is arranged to show deleted text, new or amended text as shown below:

(a) ~~Text to be deleted is shown struck through~~;

(b) New text is highlighted in grey;

(c) ~~Text to be deleted is shown struck through~~followed by the replacement text which is highlighted in grey.

Appendix I to AMC1 CAO.B.045(c) and AMC1 CAO.B.055 is replaced by the following:

Appendix I to AMC1 CAO.B.045(c) and AMC1 CAO.B.055 — CAA Form 613

Part-CAO APPROVAL RECOMMENDATION REPORT CAA FORM 613						
Part 2: Part-CAO Compliance audit review						
The five columns may be labelled and used as necessary to record the approval product line or facility, including the subcontractor's, reviewed. Against each column used regarding the following Part-CAO points, please either tick (□) the box if satisfied with compliance or cross (X) the box if not satisfied with compliance, and specify the reference of the Part 4 finding next to the box; or enter N/A if an item is not applicable; or N/R if it is applicable but it was not reviewed.						
Point	Subject					
M.A.201(c)	Maintenance responsibility					
ML.A.201(c)	Maintenance responsibility					
M.A.403(b)	Aircraft defects					
ML.A.403(b)	Aircraft defects					
CAO.A.017	Means of compliance					
CAO.A.020	Terms of approval					
CAO.A.025	Combined airworthiness exposition (see Part 3)					
CAO.A.030	Facilities					
CAO.A.035	Personnel requirements					
CAO.A.040	Certifying staff					
CAO.A.045	Airworthiness review staff					
CAO.A.050	Components, equipment and tools					
CAO.A.055	Maintenance data and work orders					
CAO.A.060	Maintenance standards					
CAO.A.065	Aircraft certificate of release to service					
CAO.A.070	Component certificate of release to service					
CAO.A.075	Continuing-airworthiness management					
CAO.A.080	Continuing-airworthiness management data					
CAO.A.085	Airworthiness review					
CAO.A.090	Record-keeping					
CAO.A.095	Privileges of the organisation					

Part-CAO APPROVAL RECOMMENDATION REPORT CAA FORM 613						
CAO.A.100	Quality system and organisational review					
CAO.A.105	Changes to the organisation					
CAA Inspector(s):		Signature(s):				
CAA Office:		Date of CAA Form 613 Part 2 completion:				

Schedule 3 - Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Annex Va (Part-T) to UK Regulation (EU) No 1321/2014

The text of the amendment is arranged to show deleted text, new or amended text as shown below:

(a) ~~Text to be deleted is shown struck through~~;

(b) New text is highlighted in grey;

(c) ~~Text to be deleted is shown struck through~~followed by the replacement text which is highlighted in grey.

Appendix II to AMC T.B.702 is replaced by the following:

Appendix II to AMC T.B.702 — CAA Form 13T

PART-CAMO and T.A. SUBPART G APPROVAL RECOMMENDATION REPORT CAA FORM 13T						
Part 2: PART-CAMO and T.A. Subpart G Compliance Audit Review						
The five columns may be labelled and used as necessary to record the approval product line or facility, including subcontractor's, reviewed. Against each column used of the following PART-T and/or PART-CAMO subparagraphs, please either tick (✓) the box if satisfied with compliance, or cross (X) the box if not satisfied with compliance and specify the reference of the Part 4 finding next to the box, or enter N/A where an item is not applicable, or N/R when applicable but not reviewed.						
Para	Subject					
~~CAMO.A.125~~	~~Terms of approval and privileges~~					
~~CAMO.A.300~~	~~Continuing airworthiness management exposition~~					
~~T.A.704~~						
~~CAMO.A.215~~	~~Facilities~~					
~~CAMO.A.305~~	~~Personnel requirements~~					
~~T.A.706~~						
~~CAMO.A.310~~	~~Airworthiness review staff qualifications~~					
~~CAMO.A.315~~	Continuing airworthiness management					
~~M.A.201~~	~~Responsibilities~~					
~~T.A.201~~						
~~M.A.202~~	~~Occurrence reporting~~					
~~M.A.302~~	~~Aircraft maintenance programme~~					
~~M.A.303~~	~~Airworthiness directives~~					
~~M.A.304~~	~~Data for modifications and repairs~~					
~~M.A.305~~	~~Aircraft continuing airworthiness record system~~					
~~M.A.306~~	~~Aircraft technical log system~~					
~~M.A.307~~	~~Transfer of aircraft continuing airworthiness records~~					
~~CAMO.A.325~~						

PART-CAMO and T.A. SUBPART G APPROVAL RECOMMENDATION REPORT CAA FORM 13T						
~~T.A.709~~	~~Continuing airworthiness management data~~					
~~CAMO.A.320~~	~~Documentation~~					
~~CAMO.A.125~~	~~Terms of approval and privileges~~					
~~T.A.711~~	~~Privileges~~					
~~CAMO.A.200~~	~~Management system~~					
~~T.A.712~~						
~~CAMO.A.130~~	~~Changes to the organisation~~					
~~CAMO.A.220~~	~~Record-keeping~~					
~~T.A.714~~						
~~CAMO.A.150~~	~~Findings~~					
~~T.A.716~~						
~~T.A.201~~	~~Responsibilities~~					
~~CAMO.A.115~~	~~Application for an organisation certificate~~					
~~CAMO.A.120~~	~~Means of compliance~~					
~~CAMO.A.125~~	~~Terms of approval and privileges~~					
~~T.A.711~~	~~Privileges~~					
~~CAMO.A.130~~	~~Changes to the organisation~~					
~~CAMO.A.135~~	~~Continued validity~~					
~~T.A.715~~						
~~CAMO.A.140~~	~~Access~~					
~~CAMO.A.150~~	~~Findings~~					
~~T.A.716~~						
T.A.201	Responsibilities					
CAMO.A.115	Application for an organisation certificate					
CAMO.A.120	Means of compliance					
CAMO.A.125	Terms of approval and privileges					
T.A.711	Privileges					
CAMO.A.130	Changes to the organisation					
CAMO.A.135	Continued validity					
T.A.715	Continued validity					
CAMO.A.140	Access					
CAMO.A.150	Findings					
T.A.716	Findings					
CAMO.A.155	Immediate reaction to a safety problem					
CAMO.A.160	Occurrence reporting					
CAMO.A.200	Management system					
T.A.712	Management system					
CAMO.A.202	Internal safety reporting scheme					
CAMO.A.205	Contracting and subcontracting					
CAMO.A.215	Facilities					
CAMO.A.220	Record-keeping					
T.A.714	Record-keeping					

PART-CAMO and T.A. SUBPART G APPROVAL RECOMMENDATION REPORT CAA FORM 13T						
CAMO.A.300	Continuing airworthiness management exposition					
T.A.704	Continuing airworthiness management exposition					
CAMO.A.305	Personnel requirements					
T.A.706	Personnel requirements					
CAMO.A.310	Airworthiness review staff qualifications					
CAMO.A.315	Continuing airworthiness management					
T.A.708	Continuing airworthiness management					
CAMO.A.320	Airworthiness review					
CAMO.A.325	Continuing airworthiness management data					
T.A.709	Documentation					
CAA surveyor(s):		Signature(s):				
CAA Office:		Date of CAA Form 13T Part 2 completion:				

PART-CAMO and T.A. SUBPART G APPROVAL RECOMMENDATION REPORT CAA FORM 13T		
Part 3: Compliance with PART-CAMO and T.A. Subpart G continuing airworthiness management exposition (CAME)		
Please either tick (✓) the box if satisfied with compliance, or cross (X) the box if not satisfied with compliance and specify the reference of the Part 4 finding; or enter N/A where an item is not applicable, or N/R when applicable but not reviewed.		
Part 0 General organisation, safety policy and objectives		
0.1		Safety policy, objectives and accountable manager statement
0.2		General information and scope of work
0.3		Management personnel
0.4		Management organisation chart
0.5		Procedure for changes requiring prior approval
0.6		Procedure for changes not requiring prior approval
0.7		Alternative means of compliance (AltMoC) procedure
PART 1 Continuing airworthiness management procedures		
1.1a		Use of aircraft continuing airworthiness record system and if applicable, aircraft technical log (ATL) system
1.1~~a~~ b		MEL application
1.2		Aircraft maintenance programmes (AMP) – development amendment and approval
1.3		Continuing airworthiness records, responsibilities, retention, access
1.4		Accomplishment and control of airworthiness directives
1.5		Analysis of the effectiveness of the maintenance programme(s)
1.6		Non mandatory modification and inspections

PART-CAMO and T.A. SUBPART G APPROVAL RECOMMENDATION REPORT CAA FORM 13T		
1.7		Repairs and modifications
1.8		Defect reports
1.9		Engineering activity
1.10		Reliability programmes
1.11		Pre-flight inspections
1.12		Aircraft weighing
1.13		Maintenance check flight procedures
PART 2 Management system procedures		
2.1		Hazard identification and safety risk management schemes
2.2		Internal safety reporting and investigations
2.3		Safety action planning
2.4		Safety performance monitoring
2.5		Change management
2.6		Safety training and promotion
2.7		Immediate safety action and coordination with operator's emergency response plan (ERP)
2.8		Compliance monitoring
2.9		Audit plan and audits procedure
2.10		Monitoring of continuing airworthiness management activities
2.11		Monitoring of the effectiveness of the maintenance programme(s)
2.12		Monitoring that all maintenance is carried out by an appropriate maintenance organisation
2.13		Monitoring that all contracted maintenance is carried out in accordance with the contract, including subcontractors used by the maintenance contractor
2.14		Compliance monitoring personnel
2.15		Control of personnel competency
2.16		Management system record-keeping
2.17		Occurrence reporting
PART 3 Contracted Maintenance – management of maintenance		
3.1		Procedures for contracted maintenance
3.2		Product audit of aircraft
PART 4 Airworthiness review procedures		
4.1		Airworthiness review staff
4.2		Documented review of aircraft records
4.3		Physical survey
4.4		Additional procedures for recommendations to the competent authorities for the import of aircraft
4.5		Recommendations to competent authorities
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4.8		ARC extension
PART 4B Permit to fly procedures		
4B.1		Conformity with approved flight conditions
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4B.4		Interface with the competent authority for the flight
4B.5		Permit to fly records, responsibilities, retention and access

PART-CAMO and T.A. SUBPART G APPROVAL RECOMMENDATION REPORT CAA FORM 13T		
PART 5 Supporting documents		
5.1		Sample Documents, including the template of the ATL system
5.2		List of airworthiness review staff
5.3		List of subcontractors as per CAMO.A.125(d)(3)
5.4		List of contracted maintenance organisations and list of maintenance contracts as per CAMO.A.300(a)(13)
5.5		Copy of contracts for subcontracted work (Appendix II to AMC1 CAMO.A.125(d)(3))
5.6		List of approved maintenance programmes as per CAMO.A.300(a)(12)
5.7		List of currently approved alternative means of compliance as per point CAMO.A.300(a)(13)
PART 6 CONTINUING AIRWORTHINESS PROCEDURES FOR AIRCRAFT REFERRED TO IN T.A.101		
PART 6.1 CONTINUING AIRWORTHINESS MANAGEMENT		
6.1.1		Aircraft continuing airworthiness records system
6.1.2		Aircraft maintenance programme
6.1.3		Time and continuing airworthiness records, responsibilities, retention and access
6.1.4		Accomplishment and control of mandatory safety information (MSI) issued by the State of Registry and Agency
6.1.5		Modifications and repairs standards
6.1.6		Defect reports
6.1.7		Reliability programmes
6.1.8		Pre-flight inspections
6.1.9		Aircraft weighing
6.1.10		Check flight procedures
PART 6.2 CONTRACTED MAINTENANCE		
6.2.1		Procedures for contracted maintenance
6.2.2		Audit of aircraft
CAME Reference:		CAME Amendment:
Competent authority audit staff:		Signature(s):
Competent authority office:		Date of EASA Form 13T Part 3 completion:

PART-CAMO and T.A. SUBPART G APPROVAL RECOMMENDATION REPORT CAA FORM 13T					
Part 4: Findings regarding PART-CAMO and T.A. Subpart G compliance status					
Each level 1 and 2 finding should be recorded whether it has been rectified or not, and should be identified by a simple cross reference to the Part 2 requirement. All non-rectified findings should be copied in writing to the organisation for the necessary corrective action.					
Part 2 or 3 reference	Audit reference(s): Findings	Level	Corrective action		
			Date Due	Date Closed	Reference

PART-CAMO and T.A. SUBPART G APPROVAL RECOMMENDATION REPORT CAA FORM 13T
Part 5: PART-CAMO and T.A. Subpart G approval or continued approval or change recommendation*
Name of organisation: Approval reference: Audit reference(s):

PART-CAMO and T.A. SUBPART G APPROVAL RECOMMENDATION REPORT CAA FORM 13T
The following PART-CAMO terms of approval are recommended for this organisation: Or, it is recommended that the PART-CAMO terms of approval specified in CAA Form 14 referenced ..... be continued. Name of recommending competent authority inspector: Signature of recommending competent authority inspector: Competent authority office: Date of recommendation:
CAA Form 13T review:
Date:

* delete as appropriate

Schedule 4 - Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Annex II (Part-145) to UK Regulation (EU) No 1321/2014

The text of the amendment is arranged to show deleted text, new or amended text as shown below:

(a) ~~Text to be deleted is shown struck through~~;

(b) New text is highlighted in grey;

(c) ~~Text to be deleted is shown struck through~~followed by the replacement text which is highlighted in grey.

AMC 145.A.30(f) is replaced by the following:

AMC 145.A.30(f) Personnel requirements

1. Continued airworthiness non-destructive testing means such testing specified by the type certificate holder /aircraft or engine or propeller manufacturer in accordance with the maintenance data as specified in 145.A.45 for in service aircraft/aircraft components for the purpose of determining the continued fitness of the product to operate safely.

2. Appropriately qualified means to Level 1, 2 or 3 as defined by the European Standard EN 4179 dependent upon the non-destructive testing function to be carried out.

3. Notwithstanding the fact that Level 3 personnel may be qualified via EN 4179 to establish and authorise methods, techniques, etc., this does not permit such personnel to deviate from methods and techniques published in the maintenance data ~~by the type certificate holder/manufacturer in the form of continued airworthiness data, such as in non-destructive test manuals or service bulletins~~, unless the maintenance data ~~manual or service bulletin~~ expressly permits such deviation.

4. Notwithstanding the general references in EN 4179 to a national aerospace non-destructive testing (NDT) board, all examinations should be conducted by personnel or organisations under the general control of such a board. In the absence of a national aerospace NDT board, the aerospace NDT board of another Member State should be used, as defined by the CAA.

5. Particular non-destructive test means any one or more of the following; Dye penetrant, magnetic particle, eddy current, ultrasonic and radiographic methods including X ray and gamma ray.

6. It should be noted that new methods are and will be developed, such as, but not limited to thermography and shearography, which are not specifically addressed by EN 4179. Until the time this agreed standard is established, such methods should be carried out in accordance with the particular equipment manufacturer's recommendations including any training and examination process to ensure competence of the personnel in the process.

7. Any maintenance organisation approved under Part-145 that carries out NDT should establish NDT specialist qualification procedures detailed in the exposition and accepted by the CAA.

8. Boroscoping and other techniques such as delamination coin tapping are non-destructive inspections rather than non-destructive testing. Notwithstanding such differentiation, the maintenance organisation should establish an exposition procedure accepted by the CAA to ensure that personnel who carry out and interpret such inspections are properly trained and assessed for their competence in the process. Non-destructive inspections, not being considered as NDT by Part-145 are not listed in Appendix II under class rating D1.

9. The referenced standards, methods, training and procedures should be specified in the maintenance organisation exposition.

10. Any such personnel who intend to carry out and/or control a non-destructive test for which they were not qualified prior to the effective date of Part-145 should qualify for such non- destructive test in accordance with EN 4179.

11. In this context officially recognised standard means those standards established or published by an official body whether having legal personality or not, which are widely recognised by the air transport sector as constituting good practice.

GM2 145.A.65(b)(1) is replaced by the following:

GM2 145.A.65(b)(1) Safety and quality policy, maintenance procedures and quality system

Appendix XI to AMC M.A.708(c) or Appendix IV ~~V~~ to AMC1 CAMO.A.315(c) provide guidance on the elements that need to be considered for the maintenance contract between the CAMO and the maintenance organisation. The Part-145 organisation should take into account these elements to ensure that a clear contract or work order has been concluded before providing maintenance services.

Appendix IV to AMC 145.A.30(e) and 145.B.10(3) is replaced by the following:

Appendix IV to AMC 145.A.30(e) and 145.B.10(3) — Fuel Tank Safety Training

This appendix includes general instructions for providing training on Fuel Tank Safety issues.

A. Effectivity:

— Large aeroplanes as defined in Decision 2003/11/RM of the Executive Director of the CAA (CS-25) and certified after 1 January 1958 with a maximum

type certified passenger capacity of 30 or more or a maximum certified payload capacity of 7500 lbs (3402 kg) cargo or more, and

— Large aeroplanes as defined in Decision 2003/11/RM of the Executive Director of the CAA (CS-25) which contains CS-25 amendment 1 or later in their certification basis.

B. Affected organisations:

— Part-145 approved maintenance organisations involved in the maintenance of aeroplanes specified in paragraph A) and fuel system components installed on such aeroplanes when the maintenance data are affected by CDCCL.

— Competent authorities responsible as per 145.B.30 for the oversight of the Part-145 approved organisations specified in this paragraph B).

C. Persons from affected organisations who should receive training:

Phase 1 only:

— The group of persons representing the maintenance management structure of the organisation, the quality manager and the staff required to quality monitor the organisation.

— Personnel of the competent authorities responsible as per 145.B.30 for the oversight of Part-145 approved maintenance organizations specified in paragraph B).

Phase 1 + Phase 2 + Continuation training:

— Personnel of the Part-145 approved maintenance organization required to plan, perform, supervise, inspect and certify the maintenance of aircraft and fuel system components specified in paragraph A).

D. General requirements of the training courses

Phase 1 – Awareness:

The training should be carried out before the person starts to work without supervision but not later than 6 months after joining the organisation. The persons who have already attended the Level 1 Familiarisation course in compliance with Appendix IV is already in compliance with Phase 1.

Type: Should be an awareness course with the principal elements of the subject. It may take the form of a training bulletin, or other self-study or informative session. Signature of the reader is required to ensure that the person has passed the training.

Level: It should be a course at the level of familiarisation with the principal elements of the subject.

Objectives: The trainee should, after the completion of the training:

1. Be familiar with the basic elements of the fuel tank safety issues.

2. Be able to give a simple description of the historical background and the elements requiring a safety consideration, using common words and showing examples of non-conformities.

3. Be able to use typical terms.

Content: The course should include:

— a short background showing examples of FTS accidents or incidents,

— the description of concept of fuel tank safety and CDCCL,

— some examples of manufacturers documents showing CDCCL items,

— typical examples of FTS defects,

— some examples of TC holders repair data

— some examples of maintenance instructions for inspection.

Phase 2 - Detailed training

A flexible period may be allowed by the competent authorities to allow organisations to set the necessary courses and impart the training to the personnel, taking into account the organisation's training schemes/means/practices. This flexible period should not extend beyond 31 December 2010.

The persons who have already attended the Level 2 Detailed training course in compliance with ED decision 2007/002/R Appendix IV either from a Part-145 maintenance organisation or from a Part-147 training organisation are already in compliance with Phase 2 with the exception of continuation training.

Staff should have received Phase 2 training by 31 December 2010 or within 12 months of joining the organisation, whichever comes later.

Type: Should be a more in-depth internal or external course. It should not take the form of a training bulletin, or other self study. An examination should be required at the end, which should be in the form of a multi choice question, and the pass mark of the examination should be 75%.

Level: It should be a detailed course on the theoretical and practical elements of the subject.

The training may be made either:

— in appropriate facilities containing examples of components, systems and parts affected by Fuel Tank Safety (FTS) issues. The use of films, pictures and practical examples on FTS is recommended; or

— by attending a distance course (e-learning or computer based training) including a film when such film meets the intent of the objectives and content

here below. An e-learning or computer based training should meet the following criteria:

— A continuous evaluation process should ensure the effectiveness of the training and its relevance;

— Some questions at intermediate steps of the training should be proposed to ensure that the trainee is authorized to move to the next step;

— The content and results of examinations should be recorded;

— Access to an instructor in person or at distance should be possible in case support is needed.

A duration of 8 hours for phase 2 is an acceptable compliance.

When the course is provided in a classroom, the instructor should be very familiar with the data in Objectives and Guidelines. To be familiar, an instructor should have attended himself a similar course in a classroom and made additionally some lecture of related subjects.

Objectives:

The attendant should, after the completion of the training:

— have knowledge of the history of events related to fuel tank safety issues and the theoretical and practical elements of the subject, have an overview of the FAA regulations known as SFAR (Special FAR) 88 of the FAA and of JAA Temporary Guidance Leaflet TGL 47, be able to give a detailed description of the concept of fuel tank system ALI (including Critical Design Configuration Control Limitations CDCCL, and using theoretical fundamentals and specific examples;

— have the capacity to combine and apply the separate elements of knowledge in a logical and comprehensive manner;

— have knowledge on how the above items affect the aircraft;

— be able to identify the components or parts or the aircraft subject to FTS from the manufacturer’s documentation,

— be able to plan the action or apply a Service Bulletin and an Airworthiness Directive. Content: Following the guidelines described in paragraph E).

Continuation training:

The organisation should ensure that the continuation training is required in each two years period. The syllabus of the training programme referred to in 3.4 of the Maintenance Organisation Exposition (MOE) should include the additional syllabus for this continuation training.

The continuation training may be combined with the phase 2 training in a classroom or at distance.

The continuing training should be updated when new instruction are issued which are related to the material, tools, documentation and manufacturer's or CAA's directives.

E. Guidelines for preparing the content of Phase 2 courses.

The following guidelines should be taken into consideration when the phase 2 training programme are being established:

(a) understanding of the background and the concept of fuel tank safety,

(b) how the mechanics can recognise, interpret and handle the improvements in the instruction for continuing airworthiness that have been made or are being made regarding the fuel tank system maintenance,

(c) awareness of any hazards especially when working on the fuel system, and when the Flammability Reduction System using nitrogen is installed.

Paragraphs a), b) and c) above should be introduced in the training programme addressing the following issues:

(i) The theoretical background behind the risk of fuel tank safety: the explosions of mixtures of fuel and air, the behaviour of those mixtures in an aviation environment, the effects of temperature and pressure, energy needed for ignition etc, the 'fire triangle',

(ii) Explain 2 concepts to prevent explosions:

(1) ignition source prevention and

(2) flammability reduction.

(iii) The major accidents related to fuel tank systems, the accident investigations and their conclusions,

(iv) SFAR 88 of the FAA and JAA Interim Policy INT POL 25/12: ignition prevention program initiatives and goals, to identify unsafe conditions and to correct them, to systematically improve fuel tank maintenance),

(v) Explain the briefly concepts that are being used: the results of SFAR 88 of the FAA and JAA INT/POL 25/12: modifications, airworthiness limitations items and CDCCL,

(vi) Where relevant information can be found and how to use and interpret this information in the applicable maintenance data as defined in 145.A.45(b) ~~instructions for continuing airworthiness (aircraft maintenance manuals, component maintenance manuals, Service Bulletins…)~~,

(vii) Fuel Tank Safety during maintenance: fuel tank entry and exit procedures, clean working environment, what is meant by configuration control, wire separation, bonding of components etc,

(viii) Flammability reduction systems when installed: reason for their presence, their effects, the hazards of an FRS using nitrogen for maintenance, safety precautions in maintenance/working with an FRS,

(ix) Recording maintenance actions, recording measures and results of inspections.

The training should include a representative number of examples of defects and the associated repairs as required by the TC/STC holders' maintenance data.

F. Approval of training

For Part-145 approved organisations, the approval of the initial and continuation training programme and the content of the examination can be achieved by the change to the MOE. The necessary changes to the MOE to meet the content of this decision should be made and implemented at the time requested by the CAA.

Schedule 5 - Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Annex I (Part-M) to UK Regulation (EU) No 1321/2014

The text of the amendment is arranged to show deleted text, new or amended text as shown below:

(a) ~~Text to be deleted is shown struck through~~;

(b) New text is highlighted in grey;

(c) ~~Text to be deleted is shown struck through~~followed by the replacement text which is highlighted in grey.

GM M.A.305 is replaced by the following:

GM M.A.305 Aircraft continuing airworthiness record system

(a) The aircraft continuing airworthiness records are the means to assess the airworthiness status of a product and its components. An aircraft continuing airworthiness record system includes the processes to keep and manage those records and should be proportionate to the subject aircraft. Aircraft continuing airworthiness records should provide the owner / CAO / CAMO of an aircraft with the information needed:

(1) to demonstrate that the aircraft is in compliance with the applicable airworthiness requirements; and

(2) to schedule all future maintenance as required by the aircraft maintenance programme based, if any, on the last accomplishment of the specific maintenance as recorded in the aircraft continuing airworthiness records.

(b) 'Applicable airworthiness limitation parameter' and 'applicable parameter' refer to 'flight hours' and/or 'flight cycles' and/or 'landings' and/or 'calendar time', and/or any other applicable utilisation measurement unit, as appropriate.

(c) A 'life-limited part' is a part for which the maintenance schedule of the aircraft maintenance programme requires the permanent removal from service when, or before, the specified mandatory life limitation in accordance with UK Regulation (EU) No 748/2012 if any of the applicable parameters is reached.

(d) The 'current status' when referring to components of life-limited parts should indicate, for each affected part, the life limitation, the total life accumulated in any applicable parameter (as appropriate) and the remaining life in any applicable parameter before the life limitation is reached.

(e) The term 'time-controlled components' embraces any component for which the maintenance schedule of the aircraft maintenance programme requires periodically the removal for maintenance to be performed in an appropriate approved organisation for maintenance in components (workshop) to return the component to a specified standard, the replacement of sub-components of the assembly by new ones, or the

inspection or test of component's performance, after a service period controlled at component level in accordance with the specified airworthiness limitation defined in accordance with UK Regulation (EU) No 748~~784~~/2012, in any of the applicable parameters.

(f) The 'current status' when referring to time-controlled components refers to the current status of compliance with the required periodic maintenance task(s) from the maintenance schedule of the aircraft maintenance programme specific to the time-controlled components. It should include the life accumulated by the affected components in the applicable parameter, as appropriate, since the last accomplishment of scheduled maintenance specified in the maintenance schedule of the aircraft maintenance programme. Any action that alters the periodicity of the maintenance task(s) or changes the parameter of this periodicity should be recorded.

(g) 'Detailed maintenance records' in this part refers to those records required to be kept by the person or organisation responsible for the aircraft continuing airworthiness in accordance with M.A.201 in order that they may be able to fulfil their obligations under Part M.

These are only a part of the detailed maintenance records required to be kept by a maintenance organisation under M.A.614, CAO.A.090(a) or 145.A.55(c). Maintenance organisations are required to retain all detailed records to demonstrate that they worked in compliance with their respective requirements and quality procedures.

Not all records need to be transferred from the maintenance organisation to the person or organisation responsible for the aircraft continuing airworthiness in accordance with M.A.201 unless they specifically contain information relevant to aircraft configuration and future maintenance. Thus, incoming certificates of conformity, batch number references and individual task card sign-offs verified by and/or generated by the maintenance organisation are not required to be retained by the person or organisation responsible in accordance with M.A.201. However, dimensional information contained in the task card sign-off or work pack may be requested by the owner/CAO/CAMO in order to verify and demonstrate the effectiveness of the aircraft maintenance programme.

Information relevant to future maintenance may be contained in specific documents related to:

— modifications;

— airworthiness directives;

— repaired and non-repaired damage;

— components referred in M.A.305(d); and

— measurements relating to defects.

(h) An airworthiness limitation is a boundary beyond which an aircraft or a component thereof must not be operated, unless the instruction(s) associated with this airworthiness limitation is (are) complied with.

(i) ‘Other maintenance required for continuing airworthiness’ refers to unscheduled or out- of phase maintenance due to abnormal or particular conditions or events with an impact on the continuing airworthiness of the aircraft at the time of its return to service. It is not intended to request every single condition described in the maintenance data, e.g. Aircraft Maintenance Manual Chapter 5, but just those that cannot be captured by other means; for example, when they are not included in the records for repairs. Some abnormal or particular conditions or events that could be kept under this requirement could be lightning strikes, hard landings, long term storage, propeller or rotor over-speed, over-torque, impact on a main rotor blade, etc.

(j) The term ‘in-service history record’ embraces records from which the current status of life- limited parts can be determined. The ‘in-service history record’ template could be adjusted to the relevant characteristics of the life-limited part, e.g. an engine disk being different from a fire extinguisher squib or landing gear sliding tube.

Such records document each time a life-limited part is placed in service or removed from service. They should clearly:

(1) identify the part by its part number and serial number,

(2) show the date of installation and removal (i.e. date on/date off),

(3) show the details of the installation and removal (i.e. type, serial number, weight variant, thrust rating, as appropriate, of the aircraft, engine, engine module, or propeller) at installation and removal of the part when this is necessary to appropriately control the life limitation.

(4) Show the total in-service life accumulated in any applicable parameter, as appropriate, corresponding to the dates of installation and removal of the part.

Any other events that would affect the life limitation, such as an embodied modification (in accordance with airworthiness directives, service bulletins or any product improvements) that affects the life limitation or changes the limitation parameter, should also be included in the in-service history record. Not all modifications would necessarily be pertinent to the life limitation of the component. Additionally, if a parameter is not relevant to the life of the part, then that parameter does not need to be recorded.

(k) The term ‘permanently withdrawn from service’ refers to moving the aircraft or component to a location that is not used for storage and/or future return to service.

(l) The term ‘current status’ refers to the data which accurately establishes the level of compliance of an aircraft, engine, propeller or component thereof, with a requirement. Each status should:

(1) identify the aircraft, the engine, the propeller or the component it applies to;

(2) be dated; and

(3) include the relevant total in-service life accumulated in the applicable parameter on the date of the status.

AMC M.A.606(f) is replaced by the following:

AMC M.A.606(f) Personnel requirements

1. Non-destructive testing means such testing specified by the type certificate holder of the aircraft, engine or propeller in the M.A.401(b) or ML.A.401(b) maintenance data for in service aircraft/aircraft components for the purpose of determining the continued fitness of the product to operate safely.

2. Appropriately qualified means to level 1, 2 or 3 as defined by European Standard EN 4179 dependent upon the non-destructive testing function to be carried out.

3. Notwithstanding the fact that level 3 personnel may be qualified via EN 4179 to establish and authorise methods, techniques, etc., this does not permit such personnel to deviate from methods and techniques published in the maintenance data ~~by the type certificate holder/manufacturer in the form of continued airworthiness data, such as in non-destructive test manuals or service bulletins~~, unless the maintenance data ~~manual or service bulletin~~ expressly permits such deviation.

4. Notwithstanding the general references in EN 4179 to a national aerospace NDT board, all examinations should be conducted by personnel or organisations under the general control of such a board. In the absence of a national aerospace NDT board, examinations should be conducted by personnel or organisations under the general control of the NDT board of a Member State designated by the CAA.

5. Particular non-destructive test means any one or more of the following: dye penetrant, magnetic particle, eddy current, ultrasonic and radiographic methods including X ray and gamma ray.

6. In addition it should be noted that new methods are and will be developed, such as, but not limited to thermography and shearography, which are not specifically addressed by EN 4179. Until such time as an agreed standard is established such methods should be carried out in accordance with the particular equipment manufacturers' recommendations including any training and examination process to ensure competence of the personnel with the process.

7. Any approved maintenance organisation that carries out continued airworthiness non-destructive testing should establish qualification procedures for non-destructive testing.

8. Boroscoping and other techniques such as delamination coin tapping are non-destructive inspections rather than non-destructive testing. Notwithstanding such differentiation, approved maintenance organisation should establish a procedure to ensure that personnel who carry out and interpret such inspections are properly trained and assessed for their competence with the process. Non-destructive inspections, not being considered as non-destructive testing by M.A. Subpart F are not listed in Appendix IV to Part-M under class rating D1.

9. The referenced standards, methods, training and procedures should be specified in the maintenance organisation manual.

10. Any such personnel who intend to carry out and/or control a non-destructive test for which they were not qualified prior to the effective date of Part-M should qualify for such non- destructive test in accordance with EN 4179.

In this context officially recognised standard means those standards established or published by an official body whether having legal personality or not, which are widely recognised by the air transport sector as constituting good practice.

AMC M.A.803 is replaced by the following:

AMC M.A.803 Pilot-owner authorisation

1. Privately operated means the aircraft is operated pursuant to M.A.201(i).

2. A Pilot-owner may only issue a CRS for maintenance he/she has performed.

3. In the case of a jointly-owned aircraft, the maintenance programme should list:

— The names of all Pilot-owners competent and designated to perform Pilot-owner maintenance in accordance with the basic principles described in Appendix VIII of Part-M. An alternative would be the maintenance programme to contain a procedure to ensure how such a list of competent Pilot-owners should be managed separately and kept current.

— The limited maintenance tasks they may perform.

4. An equivalent valid pilot licence may be any document attesting a pilot qualification which is ~~must be~~ recognised for licencing issue purposes as published in the UK Aircrew Regulation or by the CAA ~~recognised by the UK~~. It does not have to be necessarily issued by the CAA, but it should in any case be issued in accordance with the UK's system. In such a case, the equivalent certificate or qualification number should be used instead of the pilot's licence number for the purpose of the M.A.801(b)(2)~~3~~ (certificate of release to service).

5. Not holding a valid medical examination does not invalidate the pilot licence (or equivalent) required under M.A.803(a)1 for the purpose of the Pilot-owner authorisation.

AMC M.B.901 is replaced by the following:

AMC M.B.901 Assessment of recommendations

1. The result of the verification and the investigation of a recommendation should be sent to the applicant within 30 days. If corrective action has been requested before the issuance of an airworthiness review certificate, the CAA may decide a further period for the assessment of the requested corrective action.

2. The verification of the compliance statement required by M.B.901 does not mean repeating the airworthiness review itself. However the CAA should verify that the CAMO

/or CAO has carried out a complete and accurate assessment of the airworthiness of the aircraft.

3. Depending on the content of the recommendation, the history of the particular aircraft, and the knowledge of the CAMO /or CAO making the recommendation in terms of experience, number and correction of findings and previous recommendations the extent of the investigation will vary. Therefore, whenever possible, the person carrying out the investigation should be involved in the oversight of the CAMO /or CAO making the recommendation.

4. In some cases, the inspector may decide that it is necessary to organise:

— a physical survey of the aircraft, or

— a full or partial airworthiness review.

In this case, the inspector should inform the CAMO /or CAO making the recommendation with sufficient notice so that it may organise itself according to M.A.901(i).

Furthermore, this part of the investigation should be carried out by appropriate airworthiness review staff in accordance with M.B.902(b).

5. Only when satisfied that the aircraft is airworthy, should the inspector issue an airworthiness review certificate.

Appendix II to AMC M.A.711(a)(3) is replaced by the following:

Appendix II to AMC M.A.711(a)(3) — Sub-contracting of continuing airworthiness management tasks

1. Subcontracted continuing airworthiness management tasks

1.1. To actively control the standards of the subcontracted organisation, the CAMO should employ a person or group of persons who are trained and competent in the disciplines associated with M.A. Subpart G. As such, they are responsible for determining what maintenance is required, when it has to be performed, by whom and to what standard in order to ensure the continuing airworthiness of the aircraft to be operated.

1.2. The CAMO should conduct a pre-subcontract audit to establish that the organisation to be subcontracted can achieve the standards required by M.A. Subpart G in connection with those activities to be subcontracted.

1.3. The CAMO should ensure that the organisation to be subcontracted has sufficient and qualified personnel who are trained and competent in the functions to be sub-contracted. In assessing the adequacy of personnel resources, the CAMO should consider the particular needs of those activities that are to be subcontracted, while taking into account the subcontracted organisations existing commitments.

1.4. To be appropriately approved to subcontract continuing airworthiness management tasks, the CAMO should have procedures for the management control of these arrangements. The continuing airworthiness management exposition should contain relevant procedures to reflect its control of those arrangements made with the sub-contracted organisation.

1.5. Subcontracted continuing airworthiness management tasks should be addressed in a contract between the CAMO and the subcontracted organisation. The contract should also specify that the subcontracted organisation is responsible for informing the CAMO, that is in turn responsible for notifying the respective CAA, of any subsequent changes that affect their ability to fulfil the contract.

1.6. The subcontracted organisation should use procedures which set out the manner of fulfilling its responsibilities with regard to the subcontracted activities. Such procedures may be developed by either the subcontracted organisation or the CAMO.

1.7. Where the subcontracted organisation develops its own procedures, they should be compatible with the continuing airworthiness management exposition and the terms of the contract. These should be accepted by the CAA as extended procedures of the CAMO and as such should be cross-referenced from the continuing airworthiness management exposition. One current copy of the subcontracted organisation’s relevant procedures should be kept by the CAMO and should be accessible to the CAA when needed.

Note: Should any conflict arise between the subcontracted organisation’s procedures and those of the CAMO, then the policy and procedures of the continuing airworthiness management exposition will prevail.

1.8. The contract should also specify that the subcontracted organisation’s procedures may only be amended with the agreement of the CAMO. The CAMO should ensure that these amendments are compatible with its continuing airworthiness management exposition and comply with M.A. Subpart G.

The CAMO should nominate the person responsible for continued monitoring and acceptance of the subcontracted organisation’s procedures and their amendments. The controls used to fulfil this function should be clearly set out in the amendment section of the continuing airworthiness management exposition detailing the level of CAMO involvement.

1.9. Whenever any elements of the continuing airworthiness management tasks are subcontracted, the CAMO personnel should have access to all relevant data in order to fulfil their responsibilities.

Note: The CAMO retains the authority to override, whenever necessary for the continuing airworthiness of their aircraft, any recommendation of the subcontracted organisation.

1.10. The CAMO should ensure that the subcontracted organisation continues to have qualified technical expertise and sufficient resources to perform the sub-contracted

tasks while complying with the relevant procedures. Failure to do so may invalidate the CAMO approval.

1.11. The contract should provide for CAA monitoring.

1.12. The contract should address the respective responsibilities to ensure that any findings arising from the CAA monitoring will be closed to the satisfaction of the CAA.

2. Accomplishment

This paragraph describes the topics which may be applicable to such subcontracting arrangements.

2.1. Scope of work

The type of aircraft and their registrations, engine types and/or components subject to the continuing airworthiness management tasks contract should be specified.

2.2. Maintenance programme development and amendment

The CAMO may subcontract the preparation of the draft maintenance programme and any subsequent amendments. However, the CAMO remains responsible for assessing that the draft proposals meet its needs and for obtaining CAA approval; the relevant procedures should specify these responsibilities. The contract should also stipulate that any data necessary to substantiate the approval of the initial programme or an amendment to this programme should be provided for CAMO agreement and/or CAA upon request.

2.3. Maintenance programme effectiveness and reliability

The CAMO should have a system in place to monitor and assess the effectiveness of the maintenance programme based on maintenance and operational experience. The collection of data and initial assessment may be made by the subcontracted organisation; the required actions are to be endorsed by the CAMO.

Where reliability monitoring is used to establish the effectiveness of the maintenance programme, this may be provided by the subcontracted organisation and should be specified in the relevant procedures. Reference should be made to the approved maintenance and reliability programme. Participation of the CAMO’s personnel in reliability meetings with the subcontracted organisation should also be specified.

When providing reliability data, the subcontracted organisation is limited to working with primary data/documents provided by the CAMO or data provided by the CAMO’s contracted maintenance organisation(s) from which the reports are derived. The pooling of reliability data is permitted if it is acceptable to the CAA.

2.4. Permitted variations to the maintenance programme

The reasons and justification for any proposed variation to scheduled maintenance may be prepared by the subcontracted organisation. Acceptance of the proposed variation should be granted by the CAMO. The means by which the CAMO acceptance is given

should be specified in the relevant procedures. When outside the limits set out in the maintenance programme, the CAMO is required to obtain approval by the CAA.

2.5. Scheduled maintenance

Where the subcontracted organisation plans and defines maintenance checks or inspections in accordance with the approved maintenance programme, the required liaison with the CAMO, including feedback, should be defined.

The planning control and documentation should be specified in the appropriate supporting procedures. These procedures should typically set out the CAMO's level of involvement in each type of check. This will normally involve the CAMO assessing and agreeing to a work specification on a case-by-case basis for base maintenance checks. For routine line maintenance checks, this may be controlled on a day-to-day basis by the subcontracted organisation subject to appropriate liaison and CAMO controls to ensure timely compliance. This may typically include but is not necessarily limited to:

— applicable work package, including job cards;

— scheduled component removal list;

— ADs to be incorporated;

— modifications to be incorporated.

The associated procedures should ensure that the CAMO is informed in a timely manner on the accomplishment of such tasks.

2.6. Quality monitoring

The CAMO's quality system should monitor the adequacy of the subcontracted continuing airworthiness management task performance for compliance with the contract and with M.A. Subpart G. The terms of the contract should therefore include a provision allowing the CAMO to perform a quality surveillance (including audits) of the subcontracted organisation. The aim of the surveillance is primarily to investigate and judge the effectiveness of those subcontracted activities and thereby to ensure compliance with M.A Subpart G and the contract. Audit reports may be subject to review when requested by the CAA.

2.7. Access to the CAA

The contract should specify that the subcontracted organisation should always grant access to the CAA.

2.8. Maintenance data

The maintenance data used for the purpose of the contract should be specified, together with those responsible for providing such documentation and the CAA responsible for the acceptance/approval of such data, when applicable. The CAMO should ensure that such data, including revisions, is readily available to the CAMO personnel and to those in the subcontracted organisation who may be required to assess such data. The CAMO should establish a 'fast track' means to ensure that

urgent data is transmitted to the subcontractor in a timely manner. Maintenance data is defined in M.A.401(b) or ML.A.401(b) as appropriate. ~~may include but is not necessarily limited to:~~

~~— the maintenance programme,~~

~~— airworthiness directives,~~

~~— service bulletins,~~

~~— major repairs/modification data,~~

~~— aircraft maintenance manual,~~

~~— engine overhaul manual,~~

~~— aircraft illustrated parts catalogue (IPC),~~

~~— wiring diagrams,~~

~~— troubleshooting manual.~~

2.9. Airworthiness directives (ADs)

While the various aspects of AD assessment, planning and follow-up may be accomplished by the subcontracted organisation, AD embodiment is performed by a maintenance organisation. The CAMO is responsible for ensuring timely embodiment of the applicable ADs and is to be provided with notification of compliance. It, therefore, follows that the CAMO should have clear policies and procedures on AD embodiment supported by defined procedures which will ensure that the CAMO agrees to the proposed means of compliance.

The relevant procedures should specify:

— what information (e.g. AD publications, continuing airworthiness records, flight hours/cycles, etc.) the subcontracted organisation needs from the CAMO;

— what information (e.g. AD planning listing, detailed engineering order, etc.) the CAMO needs from the subcontracted organisation in order to ensure timely compliance with the ADs.

To fulfil the above responsibility, the CAMO should ensure that it receives current mandatory continued airworthiness information for the aircraft and equipment it is managing.

2.10. Service bulletin (SB) modifications

The subcontracted organisation may be required to review and make recommendations on the embodiment of an SB and other associated non-mandatory material based on a clear policy established by the CAMO. This should be specified in the contract.

2.11. Mandatory life limitation or scheduled maintenance controls and component control/removal forecast

Where the subcontracted organisation performs planning activities, it should be specified that the organisation should receive the current flight cycles, flight hours, landings and/or calendar controlled details, as applicable, at a frequency to be specified in the contract. The frequency should be such that it allows the organisation to properly perform the subcontracted planning functions. It, therefore, follows that there will need to be adequate liaison between the CAMO, the contracted maintenance organisation(s) and the subcontracted organisation. Additionally, the contract should specify how the CAMO will be in possession of all current flight cycles, flight hours, etc., so that it may assure the timely accomplishment of the required maintenance.

2.12. Engine health monitoring

If the CAMO subcontracts the on-wing engine health monitoring, the subcontracted organisation should receive all the relevant information to perform this task, including any parameter reading deemed necessary to be supplied by the CAMO for this control. The contract should also specify what kind of feedback information (such as engine limitation, appropriate technical advice, etc.) the organisation should provide to the CAMO.

2.13. Defect control

Where the CAMO has subcontracted the day-to-day control of technical log deferred defects, this should be specified in the contract and should be adequately described in the appropriate procedures. The operator’s MEL/CDL provides the basis for establishing which defects may be deferred and the associated limits. The procedures should also define the responsibilities and actions to be taken for defects such as AOG situations, repetitive defects, and damage beyond the type certificate holder’s limits.

For all other defects identified during maintenance, the information should be brought to the attention of the CAMO which, depending upon the procedural authority granted by the CAA, may determine that some defects can be deferred. Therefore, adequate liaison between the CAMO, its subcontracted organisation and contracted maintenance organisation should be ensured.

The subcontracted organisation should make a positive assessment of potential deferred defects and consider the potential hazards arising from the cumulative effect of any combination of defects. The subcontracted organisations should liaise with the CAMO to get its agreement following this assessment.

Deferment of MEL/CDL allowable defects can be accomplished by a contracted maintenance organisation in compliance with the relevant technical log procedures, subject to the acceptance by the aircraft commander.

2.14. Mandatory occurrence reporting

All incidents and occurrences that meet the reporting criteria defined in Part-M and Part-145 should be reported as required by the respective requirements. The CAMO should

ensure that adequate liaison exists with the subcontracted organisation and the maintenance organisation.

2.15. Continuing airworthiness records

They may be maintained and kept by the subcontracted organisation on behalf of the CAMO, which remains the owner of these documents. However, the CAMO should be provided with the current status of AD compliance and life-limited parts and time-controlled components in accordance with the agreed procedures. The CAMO should also be granted unrestricted and timely access to the original records as and when needed. Online access to the appropriate information systems is acceptable.

The record-keeping requirements of Part-M should be met. Access to the records by duly authorised members of the CAA should be granted upon request.

2.16. Maintenance check flight (MCF) procedures

MCFs are performed under the control of the operator in coordination with the CAMO. MCF requirements from the subcontracted organisation or contracted maintenance organisation should be agreed by the operator/CAMO.

2.17. Communication between the CAMO and the subcontracted organisation

2.17.1. In order to fulfil its airworthiness responsibility, the CAMO needs to receive all the relevant reports and relevant maintenance data. The contract should specify what information should be provided and when.

2.17.2. Meetings provide one important cornerstone whereby the CAMO can fulfil part of its responsibility for ensuring the airworthiness of the operated aircraft. They should be used to establish good communication between the CAMO, the subcontracted organisation and the contracted maintenance organisation. The terms of the contract should include, whenever appropriate, the provision for a certain number of meetings to be held between the involved parties. Details of the types of liaison meetings and associated terms of reference of each meeting should be documented. The meetings may include but are not limited to all or a combination of:

(a) Contract review

Before the contract is enforced, it is very important that the technical personnel of both parties, that are involved in the fulfilment of the contract, meet in order to be sure that every point leads to a common understanding of the duties of both parties.

(b) Work scope planning meeting

Work scope planning meetings may be organised so that the tasks to be performed are commonly agreed.

(c) Technical meeting

Scheduled meetings should be organised in order to review on a regular basis and agree on actions on technical matters such as ADs, SBs, future modifications, major defects found during shop visit, reliability, etc.

(d) Quality meeting

Quality meetings should be organised in order to examine matters raised by the CAMO's quality surveillance and the CAA's monitoring activity and to agree on necessary corrective actions.

(e) Reliability meeting

When a reliability programme exists, the contract should specify the involvement of the CAMO and of the subcontracted organisation in that programme, including their participation in reliability meetings. Provision to enable CAA participation in the periodical reliability meetings should also be made.

Appendix VII to AMC M.B.702(f) is replaced by the following:

Appendix VII to AMC M.B.702(f) — CAA Form 13

M.A. SUBPART G APPROVAL RECOMMENDATION REPORT CAA FORM 13T						
Part 2: M.A. Subpart G Compliance Audit Review						
The five columns may be labelled and used as necessary to record the approval product line or facility, including subcontractor's, reviewed. Against each column used of the following M.A. Subpart G subparagraphs, please either tick (✓) the box if satisfied with compliance, or cross (X) the box if not satisfied with compliance and specify the reference of the Part 4 finding next to the box, or enter N/A where an item is not applicable, or N/R when applicable but not reviewed.						
Para	Subject					
M.A.703	Terms of approval and privileges					
M.A.704	Continuing airworthiness management exposition					
M.A.705	Facilities					
M.A.706	Personnel requirements					
M.A.707	Airworthiness review staff					
M.A.708	Continuing airworthiness management					
~~M.A.201~~	~~Responsibilities~~					
M.A.202	Occurrence reporting					
ML.A.202	Occurrence reporting					
~~M.A.302~~	~~Aircraft maintenance programme~~					
~~M.A.303~~	~~Airworthiness directives~~					
~~M.A.304~~	~~Data for modifications and repairs~~					
~~M.A.305~~	~~Aircraft continuing airworthiness record system~~					
~~M.A.306~~	~~Aircraft technical log system~~					
~~M.A.307~~	~~Transfer of aircraft continuing airworthiness records~~					
M.A.709	Documentation					
M.A.710	Airworthiness review					
M.A.711	Privileges of the organisation					
M.A.712	Quality system					
M.A.713	Changes to the approved continuing airworthiness organisation					
M.A.714	Record-keeping					
M.A.716	Findings					
CAA surveyor(s):		Signature(s):				
CAA Office:		Date of CAA Form 13 Part 2 completion:				

Appendix XII to AMC M.A.706(f) and AMC1 M.B.102(c) is replaced by the following:

Appendix XII to AMC M.A.706(f) and AMC1 M.B.102(c) — Fuel Tank Safety training

This appendix includes general instructions for providing training on Fuel Tank Safety issues.

A) Effectivity:

— Large aeroplanes as defined in Decision 2003/11/RM of the Executive Director of the CAA (CS-25) and certified after 1 January 1958 with a maximum type certified passenger capacity of 30 or more or a maximum certified payload capacity of 7500 lbs (3402 kg) cargo or more, and

— Large aeroplanes as defined in Decision 2003/11/RM of the Executive Director of the CAA (CS-25) which contains CS-25 amendment 1 or later in their certification basis.

B) Affected organisations:

— CAMOs involved in the continuing airworthiness management of aeroplanes specified in paragraph A).

— Competent authorities responsible for the oversight as per M.B.704 of aeroplanes specified in paragraph A) and for the oversight of the CAMOs specified in this paragraph B).

C) Persons from affected organisations who should receive training:

Phase 1 only:

— The quality manager and quality personnel.

— Personnel of the competent authorities responsible for the oversight as per M.B.704 of aeroplanes specified in paragraph A) and in the oversight of CAMOs specified in paragraph B).

Phase 1 + Phase 2 + Continuation training:

— Personnel of the CAMO involved in the management and review of the continuing airworthiness of aircraft specified in paragraph A);

D) General requirements of the training courses

Phase 1 – Awareness

The training should be carried out before the person starts to work without supervision but not later than 6 months after joining the organisation. The persons who have already attended the Level 1 Familiarisation course in compliance with Appendix XII are already in compliance with Phase 1.

Type: Should be an awareness course with the principal elements of the subject. It may take the form of a training bulletin, or other self-study or informative session. Signature of the reader is required to ensure that the person has passed the training.

Level: It should be a course at the level of familiarisation with the principal elements of the subject.

Objectives:

The trainee should, after the completion of the training:

1. Be familiar with the basic elements of the fuel tank safety issues.

2. Be able to give a simple description of the historical background and the elements requiring a safety consideration, using common words and showing examples of non- conformities.

3. Be able to use typical terms.

Content: The course should include:

— a short background showing examples of FTS accidents or incidents,

— the description of concept of fuel tank safety and CDCCL,

— some examples of manufacturers documents showing CDCCL items,

— typical examples of FTS defects,

— some examples of TC holders repair data

— some examples of maintenance instructions for inspection.

Phase 2 - Detailed training

A flexible period may be allowed by the competent authorities to allow organisations to set the necessary courses and impart the training to the personnel, taking into account the organisation’s training schemes/means/practices. This flexible period should not extend beyond 31 December 2010.

The persons who have already attended the Level 2 Detailed training course in compliance with Appendix XII either from a CAMO or from a Part-147 training organisation are already in compliance with Phase 2 with the exception of continuation training.

Staff should have received Phase 2 training by 31 December 2010 or within 12 months of joining the organization, whichever comes later.

Type: Should be a more in-depth internal or external course. It should not take the form of a training bulletin or other self-study. An examination should be required at the end, which should be in the form of a multi choice question, and the pass mark of the examination should be 75%.

Level: It should be a detailed course on the theoretical and practical elements of the subject.

The training may be made either:

— in appropriate facilities containing examples of components, systems and parts affected by Fuel Tank Safety (FTS) issues. The use of films, pictures and practical examples on FTS is recommended; or

— by attending a distance course (e-learning or computer based training) including a film when such film meets the intent of the objectives and content here below. An e-learning or computer based training should meet the following criteria:

— A continuous evaluation process should ensure the effectiveness of the training and its relevance;

— Some questions at intermediate steps of the training should be proposed to ensure that the trainee is authorized to move to the next step;

— The content and results of examinations should be recorded;

— Access to an instructor in person or at distance should be possible in case support is needed.

A duration of 8 hours for phase 2 is an acceptable compliance.

When the course is provided in a classroom, the instructor should be very familiar with the data in Objectives and Guidelines. To be familiar, an instructor should have attended himself a similar course in a classroom and made additionally some lecture of related subjects.

Objectives:

The attendant should, after the completion of the training:

— have knowledge of the history of events related to fuel tank safety issues and the theoretical and practical elements of the subject, have an overview of the FAA regulations known as SFAR (Special FAR) 88 of the FAA and of JAA Temporary Guidance Leaflet TGL 47, be able to give a detailed description of the concept of fuel tank system ALI (including Critical Design Configuration Control Limitations CDCCL, and using theoretical fundamentals and specific examples;

— have the capacity to combine and apply the separate elements of knowledge in a logical and comprehensive manner;

— have knowledge on how the above items affect the aircraft;

— be able to identify the components or parts or the aircraft subject to FTS from the manufacturer’s documentation,

— be able to plan the action or apply a Service Bulletin and an Airworthiness Directive. Content: Following the guidelines described in paragraph E).

Continuation training:

The organisation should ensure that the continuation training is performed in each two years period. The syllabus of the training programme referred to in the Training policy of the Continuing Airworthiness Management Exposition (CAME) should contain the additional syllabus for this continuation training.

The continuation training may be combined with the phase 2 training in a classroom or at distance.

The continuing training should be updated when new instructions are issued which are related to the material, tools, documentation and manufacturer's or CAA's directives.

E) Guidelines for preparing the content of Phase 2 courses.

The following guidelines should be taken into consideration when the phase 2 training programme are being established:

a) understanding of the background and the concept of fuel tank safety,

b) how the mechanics can recognise, interpret and handle the improvements in the instructions for continuing airworthiness that have been made or are being made regarding fuel tank systems,

c) awareness of any hazards especially when working on the fuel system, and when the Flammability Reduction System using nitrogen is installed.

Paragraphs a), b) and c) above should be introduced in the training programme addressing the following issues:

i) The theoretical background behind the risk of fuel tank safety: the explosions of mixtures of fuel and air, the behaviour of those mixtures in an aviation environment, the effects of temperature and pressure, energy needed for ignition, etc., the 'fire triangle', -

ii) Explain 2 concepts to prevent explosions:

(1) ignition source prevention and

(2) flammability reduction,

iii) The major accidents related to fuel tank systems, the accident investigations and their conclusions,

iv) SFAR 88 of the FAA and JAA Interim Policy INT POL 25/12: ignition prevention program initiatives and goals, to identify unsafe conditions and to correct them, to systematically improve fuel tank maintenance),

v) Explain briefly the concepts that are being used: the results of SFAR 88 of the FAA and JAA INT/POL 25/12: modifications, airworthiness limitations items and CDCCL,

vi) Where relevant information can be found and how to use and interpret this information in the applicable maintenance data as defined in M.A.401(b), ~~various instructions for continuing airworthiness (aircraft maintenance manuals, component maintenance manual, etc.)~~,

vii) Fuel Tank Safety during maintenance: fuel tank entry and exit procedures, clean working environment, what is meant by configuration control, wire separation, bonding of components etc.,

viii) Flammability reduction systems when installed: reason for their presence, their effects, the hazards of a Flammability Reduction System (FRS) using nitrogen for maintenance, safety precautions in maintenance/working with an FRS,

viii) Recording maintenance actions, recording measures and results of inspections.

The training should include a representative number of examples of defects and the associated repairs as required by the TC/STC holders maintenance data.

F) Approval of training

For CAMOs the approval of the initial and continuation training programme and the content of the examination can be achieved by the change of the CAME exposition. The modification of the CAME should be approved as required by M.A.704(b). The necessary changes to the CAME to meet the content of this decision should be made and implemented at the time requested by the CAA.