AIRCRAFT
CONTINUING
AIRWORTHINESS
MONITORING

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Posvet na temo začetne in stalne plovnosti
Šenčur 2017

24. Marec 2017
Content

¬ EASA Finding
¬ Changes
  ¬ (EU) 2015/1536
  ¬ ED Decisions
    ¬ 2015/029/R
    ¬ 2016/011/R
¬ Rules
**EASA FINDING**

**Reference**  SI # 14415  **Open**

**Basis**  
M.B.303 (a) - M.B.303 (b) - M.B.303 (c) - M.B.303 (d) - M.B.303 (e) - M.B.303 (f) - M.B.303 (g) - M.B.303 (h) - M.B.303 (i)

**Finding**  **dated 13/07/2012**

A survey programme (ACAM) has been established, but the execution of it does not ensure that all requirements of the regulation are met.

E.g:

- Ramp inspections vs in-depth inspections not clear.
- Physical inspection of aircraft not always done during in-depth inspections.
- Root cause analyses not performed

**Comment**  No NAA comment to the Preliminary Report.

... for further details see Appendix II to M.A.711 (a)(3) ...
Responsibilities

→ For the ACAM inspection
→ CAA SI

... all continuing airworthiness tasks can be financed and carried out to the standard required by the BCAA ...
Responsibilities

For the continuing airworthiness of an aircraft

- Owner
- Operator / User

... all revision of MP should be approved by the DGCA ...
Develop a Survey programme

- Risk based approach
- Monitor the airworthiness status of fleet
Monitor the fleet in its register

CCAA

... COPY PASTE is the best ...
Survey programme include

Sample product

... all maintenance ... with EASA Part-145 approval or equivalent accepted by Authorities...
Key Risk Elements

→ **Cover all airworthiness Key Risk Element**

... used part has been removed from an aircraft/engine for immediate installation on another aircraft/engine ...
Key Risk Elements

A. Aircraft Configuration

- **A1** Type design and changes to the type design
- **A2** Airworthiness limitations
- **A3** Airworthiness Directives

B. Aircraft Operation

- **B1** Aircraft documentation
- **B2** Flight Manual
- **B3** Mass & Balance
- **B4** Markings & Placards
- **B5** Operational requirements
- **B6** Defect Management

C. Aircraft Maintenance

- **C1** Aircraft Maintenance Programme
- **C2** Component control
- **C3** Repairs
- **C4** Records

Source: AMC to Part M: Appendix III to GM1 M.B.303 (b) „Key Risk Element“
Non-compliance

⇒ With Part-M
⇒ With any other Part

… OM:
… flight crew and other crew…
Non-compliance

- Analyse findings
- Safety significance

... CREW MANUAL:
... Crew member and other flight crew...
Exchange information

DE.MG. ... -> CAA Germany
HU.MG. ... -> CAA Hungury

... C.S., saj ni bil na nobenem šolanju za omenjeni tip letala in fizičnega pregleda ne bi mogel kompetentno opraviti ...

... agencija z vsebinsko argumentiranim odgovorom ovrgla vse izražene dvome...
Type of ACAM inspection

→ In-depth survey

... Supplier should provide appropriate certification documents...
Type of ACAM inspection

Ramp announced

Ramp unannounced

…MP for Tecnam P92-JS…

Cessna recommends certain components or items be inspected at 50 hour intervals…
Crediting

- Combined survey
  - Airworthiness review
  - Permit to fly
  - Export certificate
  - Product Survey Part M
  - Product Audit Part-145
  - Ramp inspection ARO.OPS or ARO.RAMP

... CAMO postholder ensure the accomplishment of pre-flight inspections ...
Scope

- CoA/ARC remain in force
- Operator/Owner – airworthiness management is effective
- Organisation/Person achieve the required standards

... Chapter’s:
*New A/C from EU or imported from a third country...*
Airworthiness Review Certificate

- REVOCATION
- SUSPENSION

... EASA Form 15a will be not extended due to operational reason...
... Deming: „if you can‘t describe what you‘re doing as a process you don‘t know what you are doing...“
... S5-MAY – Slovenian historic aircraft in the Czech Museum ...