

Training Course

Transition to Part-CAMO (Part-M - Future developments)

Location(s) / Date(s)

Hoofddorp, 28 February 2019
Netherlands 11 June 2019

List price

€ 590.00

Introduction

Background: EASA Part M is part of the Continuing Airworthiness Regulation (EU No 1321/2014) which involves continuing airworthiness of the aircraft, its parts and persons/organisations involved.

Scope of Part M:

Aircraft (responsibilities of owner)

- ➔ Continuing airworthiness
- ➔ Certificate of Airworthiness
- ➔ Airworthiness Review Certificate
- ➔ Maintenance programme

Persons / Organisations

- ➔ Performance of Maintenance
- ➔ Continuing airworthiness management
- ➔ Airworthiness review

However, Regulation EU 1321/2014 will be-restructured.

The new structure and the proposed regulations will be covered during this course

Why this course?

This course is needed:

- To make organisations (CAMO's) aware of the new rules.
- To help them to prepare themselves to be ready when the rules are amended.

- To get an overview of what the impact of the changes are.
- To make Sub-F organisations aware of the amendments.
- To make owners and operators of non-complex aircraft and other than licenced aircraft operators aware of the options: Part-CAMO, Part-ML and / or Part-CAO.
- To make all CAMO aware of the SMS and new occurrence reporting requirement which is going to be mandated.
- To created an starting point how SMS should be introduced within CAMO.

Part-CAMO is applicable for:

Aircraft used by licensed air carriers and Complex A/C:

Part-CAMO will supersede current Subpart-G of Annex I (Part-M)

- Part-CAMO includes provision for SMS.

Operators of aircraft other than licensed air carriers and other than complex aircraft can choose to operate within Part-CAMO, Part-CAO or according to Part-ML.

General Aviation (GA) will get its own regulation - Part-ML (Light), also there will be a combined regulation for GA. This includes CAMO and maintenance for the GA together - Part-CAO.

Part-M subpart-F will be amended.

Also the impact for the maintenance programme and minimum inspection programme (applicable for non-CMPA and a/c <2730kg and other ELA-2 a/c) will be discussed.

Content

EU 1321/2014, Continuing Airworthiness

Detailed content will be based on

New basic regulation coming into force in 2018

Opinion 05/2016 (NPA/CRD 2015-08, RMT.0547) + (Opinion 05/2015) - Part-M for General Aviation

Opinion 06/2016 (NPA/CRD 2013-01A/B, RMT.0251/MDM.055) - Embodiment of safety management system (SMS) requirements into Commission Regulation (EU) No 1321/2014 — SMS in Part-M

NPA 2016-19 (RMT.0681) - Alignment of implementing rules and acceptable means of compliance/guidance material with Regulation (EU) No 376/2014 Occurrence reporting.



Learning objectives

- To learn about the new structure of Part-M
- To get overview of Applicability, for whom does which regulation apply. (Part-M, -CAMO, -CAO, -ML)
- To learn what applies within Part-M for Part-CAMO
- To learn what applies within Part-M for Part-CAO
- To understand new CAMO structure.
- To understand the role of SMS within the Part-CAMO.

Target group

CAMO's, Maintenance, Aircraft owners/operators, OPS, CAA's

Pre-requisites

Familiar with Part-M

Duration

1 Day course