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| **“ARC och PtF personal”** |

Baserad på (EU) 1321/2014 uppdaterad enligt:

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| 2020/270 |
| 20200324 |

AMC/GM uppdaterad enligt:

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| 2020/002R |
| 20200324 |

“personalkrav ARC och PtF personal” är en guide som luftvärdighetsorganisation kan använda vid bedömning av granskningspersonal.

Transportstyrelsen fråntar sig ansvar för att samtliga regler är omhändertagna och att texten helt överstämmer med gällande regler.

Kontroll av att gällande regelkrav är beaktade, utförd:

Kommentar: Klicka eller tryck här för att ange text.

**Granskningspersonal för Del-CAMO organisationer**:

* aircraft **used** by air carriers licensed in accordance with Regulation   
  (EC) No 1008/2008, and aircraft above 2730 kg MTOM, **except** balloons

**Granskningspersonal för Del-CAO organisationer**

* aircraft other than complex at 5700kg MTOM or below, **not used** by air carriers licensed in accordance with Regulation (EC) No 1008/2008
* aircraft of 2 730 Kg MTOM and below, **not** **used** by air carriers licensed in accordance with Regulation (EC) No 1008/2008, **and** balloons

| **Del-CAMO** | |
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| CAMO.A.310(a)  Airworthiness review staff issuing airworthiness review certificates or recommendations in accordance with point (e) of point CAMO.A.125 and, if applicable, issuing permits to fly in accordance with point (f) of point CAMO.A.125 shall have: | **Remark, OK,**  **N/A** |
| (1) at least five years **experience in continuing airworthiness,** and;  AMC1 CAMO.A.310(a)(b)  "experience in continuing airworthiness" means any appropriate combination of experience in tasks related to:  aircraft maintenance **and/or**  continuing airworthiness management (engineering) **and/or**  surveillance of such tasks. |  |
| (2)  an **appropriate licence** in compliance with Annex III (Part-66) **or**  an **aeronautical degree** **or**  a national equivalent;  Ref: AMC1 CAMO.A.310(a)(c)   * A person qualified to the AMC1 CAMO.A.305(c) subparagraph (e) should be considered as holding the equivalent to an aeronautical degree.   Ref: AMC1 CAMO.A.305(a)(d)   * An appropriate licence in compliance with Annex III (Part-66) is any one of the following:   + a category **B1 or L licence in the subcategory** of the aircraft reviewed, **or**   + a category B2 or C licence, **or**   + in the case of piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below, a category B3 licence.   It is not necessary to satisfy the experience requirements of Part-66 at the time of the review. |  |
| NOTE (Alternative to above):  CAMO.A.310(b) Notwithstanding points (a)(1), (a)(3) and (a)(4), the requirement laid down in point (a)(2) may be replaced with 5 years of experience in continuing airworthiness additional to those already required by point (a)(1). |  |
| ***TS tillägg 1:***  *“B1 licence in the subcategory”*   * *Underkategori (subcategory):*   + *B1.1 Flygplan Turbin*   + *B1.2 Flygplan Kolv*   + *B1.3 Helikopter Turbin*   + *B1.4 Helikopter Kolv* |  |
| ***TS tillägg 2:***  *Luftvärdighetsgranskare ska ha utbildning på relevanta typer av luftfartyg som motsvarar de luftfartyg som finns i tillståndets scope, har tillståndet gruppbehörighet ska utbildning finnas på minst ett luftfartyg i varje grupp. Med relevant typ menas också att struktur (duk, trä, metall, plåt), avionik (digital, analog), motor (bensin, diesel) ska tas med.* |  |
| (3) **formal aeronautical maintenance training**, and;  Ref: AMC1 CAMO.A.310(a)(3)  **FORMAL AERONAUTICAL MAINTENANCE TRAINING**  Formal aeronautical maintenance training means training (internal or external) supported by evidence on the following subjects:  -Relevant parts of initial and continuing airworthiness regulations;  -Relevant parts of operational requirements and procedures, if applicable;  -The organisation’s continuing airworthiness management exposition;  -Knowledge of a relevant sample of the type(s) of aircraft gained through a formalised training course. -These courses should be at least at a level equivalent to Part-66 Appendix III Level 1 General Familiarisation and could be provided by a Part-147 organisation, by the manufacturer, or by any other organisation accepted by the competent authority.  ‘Relevant sample’ means that these courses should cover typical aircraft and aircraft systems that are within the scope of work.  -Maintenance methods.  **supported by evidence on the following subjects:**  Relevant parts of initial *(Del -21)* **and**  continuing airworthiness regulations *(Del -M, Del-ML)*.  Relevant parts of operational requirements and procedures, if applicable.  The organisation‘s continuing airworthiness management exposition.  Knowledge of a relevant sample of the type(s) of aircraft gained through a formalised training course. These courses should be at least at a level equivalent to Part-66 Appendix III Level 1 General Familiarisation and could be imparted by a Part-147 organisation, by the manufacturer, or by any other organisation accepted by the competent authority.  "Relevant sample" means that these courses should cover typical systems embodied in those aircraft being within the scope of approval.  Maintenance methods. |  |
| ***TS tillägg 1: Maintenance methods***  *T ex:*   * *EWIS (Target group 4, AMC 20-22)* * *Fuel Tank Safety (AMC M.A.706(f)))* * *MSG 3* * *ETOPS (AMC 20-6 Appendix 8)* |  |
| ***TS tillägg 2: Relevant sample*** *Ett sätt kan vara att man har minst en typ i varje grupp enligt Appendix I till Del-66.*  *”Grundprincip” utbildning på minst en luftfartygstyp i grupp.*  ***Obs****: En Learjet 35 räcker dock inte för att bli auktoriserad för Airbus A380.*  *Exempel på auktorisation:*   |  |  |  |  |  | | --- | --- | --- | --- | --- | | ***Grupp enligt Appendix I*** | ***Tillstånd/Scope*** | ***Luftfartygstyp*** | ***Typ av struktur*** | ***Avionik system*** | | *Sub-group 2a: Single Turbo-propeller Engine Aeroplanes* | *Single Turbo-propeller Engine Aeroplanes group 2a* | *Cessna (Soloy) 206/207      (RR Corp 250)* | *Metal* | *Analogue* | | *Group 3: Piston-engine Aeroplanes* | *Piston-engine Aeroplanes group 3* | *Cessna/Reims-Cessna*  *172/F172 Series (Lycoming)* | *Metal* | *Analogue/Digital* | | *Robin DR 400*  *(Lycoming)* | *Wood* | *Analogue* | | *Champion 7*  *(Lycoming)* | *Wood +*  *Metal tubing fabric* | *Analogue* | | *Diamond DA40  (Austro Engine)* | *Composite* | *Digital* | | *Sub-group 2b: Single Turbine Engine Helicopters* | *Single Turbine Engine Helicopters 2b* | *AS 350* | *-* | *Analogue/Digital* | | *Sub-group 2c: Single Piston-engine Helicopters* | *Single Piston-engine Helicopters group 2b* | *R22/R44* | *-* | *Analogue/Digital* | | *Group 1 Helicopters* | *Bell 412/Agusta AB412* | *Bell 412* | *-* | *Analogue* | | *Group 1 Aeroplanes* | *Airbus A319/A320/A321* | *Airbus A320* | *-* | *Digital* |   *Följande ska också ska vara del av auktorisation vid gruppbehörighet:*   * *Struktur - metall/komposit/duk/trä (grupp 2a och 3)* * *Avionik system - analog/digital (grupp 2a, 2b, 2c och 3)* * *Motor - turbin/kolv (diesel) (grupp 3)* |  |
| (4) a **position** within the approved organisation with **appropriate responsibilities**;  Ref: AMC CAMO.A310(a)(e)  To hold a position with appropriate responsibilities means the airworthiness review staff should have a position in the organisation **independent** from the airworthiness management process or with **overall authority** on the airworthiness management process of complete aircraft.  **Independence** from the airworthiness management process may be achieved, among other ways, by:  By being authorised to perform airworthiness reviews only on aircraft for which the person has not participated in their management. For example, performing airworthiness reviews on a specific aircraft type, while being involved in the continuing airworthiness management of a different aircraft type.  A CAMO holding a maintenance organisation approval may nominate maintenance personnel from their maintenance organisation as airworthiness review staff, as long as they are not involved in the airworthiness management of the aircraft. These personnel should not have been involved in the release to service of that particular aircraft (other than maintenance tasks performed during the physical survey of the aircraft or performed as a result of findings discovered during such physical survey) to avoid possible conflict of interests.  By nominating as airworthiness review staff personnel from the compliance monitoring department of the CAMO.  **or**  **Overall authority** on the airworthiness management process of complete aircraft may be achieved, among other ways, as follows:  By nominating as airworthiness review staff the accountable manager or the nominated post holder.  By being authorised to perform airworthiness reviews only on those particular aircraft for which the person is responsible for the complete continuing airworthiness management process.  In the case of one-man organisations, this person has always overall authority. This means that this person can be nominated as airworthiness review staff. |  |
| **Ref. CAMO.A.310(c)**  Airworthiness review staff nominated by the organisation can only be issued an authorisation by that organisation when formally accepted by the competent authority after satisfactory completion of an airworthiness review under the supervision of the competent authority, or under the supervision of the organisation’s authorised airworthiness review staff, in accordance with a procedure approved by the competent authority as part of the CAME. |  |
| **FORMAL ACCEPTANCE BY THE COMPETENT AUTHORITY**  The approval by the competent authority of the CAME, containing, as specified in point CAMO.A.300(a)(8), the nominative list of CAMO.A.305(e) personnel, constitutes the formal acceptance by the competent authority of the airworthiness review staff.  If the airworthiness review is performed under the supervision of existing airworthiness review staff, evidence should be provided to the competent authority.  The inclusion of an airworthiness review staff in such CAME list also constitutes the formal authorisation by the organisation.  **Evidence supporting:**  airworthiness review is performed under the supervision of existing airworthiness review staff  The inclusion of an airworthiness review staff in CAME |  |

| **Del-CAO** | |
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| Ref CAO.A.045(a)  In order for it to be approved to carry out airworthiness reviews and, if applicable, to issue permits to fly, a CAO shall have appropriate airworthiness review staff who shall comply with all of the following requirements:  AMC1 CAO.A.045   1. Airworthiness review staff already authorised to perform airworthiness review for an organisation approved in accordance Part-M Subpart F, Part-M Subpart G, Part-CAMO or Part-145 is considered to be authorised in accordance with Part-CAO when such organisation applies for a Part-CAO approval. This means that no additional supervision is needed to be authorised to be accepted to continue carrying out airworthiness reviews. This does not supersede the requirement for the organisation to ensure that all personnel is competent for the job they are authorised. | **Remark, OK,**  **N/A** |
| (1) they acquired experience in continuing airworthiness of at least 1 year for sailplanes and balloons and of at least 3 years for all other aircraft;, and;  Ref: AMC1 CAO.A.045 (b)  "experience in continuing airworthiness" means any appropriate combination of experience in tasks related to:  aircraft maintenance **and/or**  continuing airworthiness management (engineering) **and/or**  surveillance of such tasks.  Already approved in accordance with Part-M Subpart F, Part-M Subpart G, Part-CAMO or Part-145 is considered to be authorised in accordance with Part-CAO when such organisation applies for a Part-CAO approval.  Ref: AMC CAO.A.045(d)  In order to restore the validity of the authorisation, the airworthiness review staff should conduct at a satisfactory level an airworthiness review under the supervision of the competent authority or, if accepted by the competent authority, under the supervision of another currently valid authorised airworthiness review staff of the CAO concerned in accordance with an approved procedure. |  |
| (2)  they hold an appropriate licence issued in accordance with Article 5 of this Regulation **or**  an aeronautical degree or equivalent **or**  experience in continuing airworthiness in addition to the referred to in point (1) of at least 2 years for sailplanes and balloons and at least 4 years for all other aircraft;  Ref: AMC CAO.A.045(e)  A person that holds a relevant engineering degree or an aircraft maintenance technician qualification with additional education should be considered as holding the equivalent to an aeronautical degree. ‘Relevant engineering degree’ refers to an engineering degree from mechanical, electrical, electronic, avionic or other studies relevant to the maintenance and continuing airworthiness of aircraft/aircraft components. |  |
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| ***TS tillägg 1:***  *“B1 licence in the subcategory”*   * *Underkategori (subcategory):*   + *B1.1 Flygplan Turbin*   + *B1.2 Flygplan Kolv*   + *B1.3 Helikopter Turbin*   + *B1.4 Helikopter Kolv* |  |
| ***TS tillägg 2:***  *Luftvärdighetsgranskare ska ha utbildning på relevanta typer av luftfartyg som motsvarar de luftfartyg som finns i tillståndets scope, har tillståndet gruppbehörighet ska utbildning finnas på minst ett luftfartyg i varje grupp. Med relevant typ menas också att struktur (duk, trä, metall, plåt), avionik (digital, analog), motor (bensin, diesel) ska tas med.* |  |
| (3) **appropriate aeronautical maintenance training**, and;  TS-tillägg: Ref: AMC1 CAMO.A.310(a)(3)  Appropriate aeronautical maintenance training means **demonstrated knowledge** of the following subjects:  Relevant parts of initial *(Del-21)* **and**  continuing airworthiness regulations *(Del -M, -145)*.  Relevant parts of operational requirements and procedures, if applicable.  The organisation‘s continuing airworthiness management exposition.  Knowledge of a relevant sample of the type(s) of aircraft gained through training and/or work experience. Such knowledge should be at least at a level equivalent to Part-66 Appendix III Level 1 General Familiarisation and could be imparted by a Part-147 organisation, by the manufacturer, or by any other organisation accepted by the competent authority.  "Relevant sample" means that these courses should cover typical systems embodied in those aircraft being within the scope of approval  Maintenance methods.  **This knowledge may be demonstrated by:**  documented evidence or  by an assessment performed by:  the competent authority or  by other airworthiness review staff already authorised within the organisation in accordance   with approved procedures.  This assessment should be recorded. |  |
| (b) a Before the CAO issues an authorisation to an airworthiness review staff to perform airworthiness review, the CAO shall nominate the person who will perform an airworthiness review of an aircraft under supervision of the competent authority or under the supervision of a person already authorised as airworthiness review staff of the CAO. If this supervision is satisfactory**, the competent authority shall formally accept the staff to become airworthiness review staff.**  **Evidence of supervision by:**  Competent authority **or**  Authorised AR staff within the CAO  Evidence of recent continuing airworthiness experience  AR staff identified in CAE |  |