

Workshop

Pre-flight inspection

Återkoppling

Presentatörer
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Återkoppling 1

Vem i er organisation är ansvarig för att PFI uppgifter enligt M.A.301 utförs?

AM ytterst, CAMO, operatör, NPCA, behörig personal.

Hur säkerställs detta?

Utförs av flight crew, ground crew normalt.

Befälhavaren signerar flightlog.

Signatur av godkänd personal.

Instruktion i CAME, OM-A eller kontrakt med underleverantör.

Säkerställs genom auditering och stickprov.

Delegering/uppföljning.

Utbildning av piloter, dokumentering.

Återkoppling 2

Är tankning, avisning, lastning, delegerat eller kontrakterat?

Normalt delegerat internt därefter kontrakterat.

Kontrakterat genom ground handling avtal.

Avisning inte en del av PFI.

Tankning behöver inte vara kontrakterat av CAMO.

Kan vara både delegerat och kontrakterat, beskrivs i CAME.

Beskrivs i ground ops manual.

Vem är ansvarig för utförandet?

Operatören, CAMO, piloten, NPCA, NPFO, GOM, PIC/befälhavaren för att det är utfört.

Koordination mellan GOM och NPFO.

Befälhavaren genom GOM för lastning.

Återkoppling 3

Hur övervakas det att PFI uppgifter enligt M.A.301 blir utförda på ett korrekt sätt?

Instruktion, utbildning > monitoring, stickprov och inspektionsprogram.

Audit, linecheck säkrar att det utförs.

Utbildning, assesement, auktorisation av berörd personal.

Signatur i log och auditering.

Övervakning utförs av de som innehar delegeringen

Enligt M.A.712 kvalitetssystemet, auditeringar av kontrakterade underleverantörer.

Repetitiv utbildning av piloter.

NPFO säkrar att det utförs

M.A.301 auditeras av CAMO CM för faktiskt utförande.

Återkoppling 4

Hur övervakas och dokumenteras utbildning för personal som utför PFI uppgifter enligt M.A.301?

Beror på om det är delegerat eller kontrakterat, uppföljning och audit av kontrakt.

Audit av personalakt och auktorisation (godkännande).

PFI certifikat, hänvisa till OM och GOM.

Vem är ansvarig för att denna personal är kompetent?

NPCA, CAMO.

CAMO är ansvarig för training standard.

Operatören/NPCA ansvarar för att personal är kompetent, training och CM övervakar.

Hänvisa i CAME till OM och GOM.

NP crew training.

Återkoppling 5

Vad får det för konsekvenser om uppgifter som hör till PFI inte utförs på ett korrekt sätt?

Allt från inget till haveri och katastrof.

Tillsägelse, bestraffning, ekonomiska, skador.

Befälhavaren bryter mot lagar/förordningar och operatörens procedurer.

Äventyrar flygsäkerheten.

Inte luftvärdigt, kan inte operera.

Felastat, luckor ej stängda eller dåligt avisat.

M.A.201 Responsibilities

(d) The pilot-in-command or, in the case of air carriers licenced in accordance with Regulation (EC) No 1008/2008, **the operator shall be responsible for the satisfactory accomplishment of the pre-flight inspection.** This inspection must be carried out by the pilot or another qualified person but need not be carried out by an approved maintenance organisation or by Part-66 certifying staff.

Responsibilities

M.A.706 Personnel requirements

For licenced air carriers in accordance with Regulation (EC) No 1008/2008, the accountable manager shall designate a nominated post holder (**NPCA**). **This person shall be responsible for the management and supervision of continuing airworthiness activities, pursuant to point (c). = *The responsibility of ensuring that the organisation is always in compliance with this Subpart.***

M.A.708 Continuing airworthiness management

(a) All continuing airworthiness management shall be carried out according to the prescriptions of M.A. Subpart C. (*M.A.301-307*)

M.A.301 Continuing airworthiness tasks

AMC M.A.301(1) 3. In the case of air carriers licensed in accordance with Regulation (EC) No 1008/2008, **the CAMO should publish guidance to maintenance and flight personnel and any other personnel performing pre-flight inspection tasks, as appropriate, defining responsibilities for these actions and, where tasks are contracted to other organisations, how their accomplishment is subject to the quality system of M.A.712. It should be demonstrated to the competent authority that pre-flight inspection personnel have received appropriate training for the relevant pre-flight inspection tasks. The training standard for personnel performing the pre-flight inspection should be described in the continuing airworthiness management exposition.**

CAME 1.11 Pre-flight inspections

(The following paragraphs are self-explanatory. Although these activities are normally not performed by continuing airworthiness personnel, these paragraphs have been placed here in order to ensure that the related procedures are consistent with the continuing airworthiness activity procedures.)

- a) Preparation of aircraft for flight
- b) Subcontracted ground-handling function
- c) Security of cargo and baggage loading
- d) Control of refueling, quantity/quality
- e) Control of snow, ice, residues from de-icing or anti-icing operations, dust and sand contamination to an approved standard

ORO.GEN.110 Operator responsibilities

(e) The operator shall ensure that all personnel assigned to, or directly involved in, ground and flight operations are properly instructed, have demonstrated their abilities in their particular duties and are aware of their responsibilities and the relationship of such duties to the operation as a whole.

(f) The operator shall establish procedures and instructions for the safe operation of each aircraft type, containing ground staff and crew member duties and responsibilities, for all types of operation on the ground and in flight.

ORO.GEN.210 Personnel requirements

(b) A person or group of persons shall be nominated by the operator, with the responsibility of ensuring that the operator remains in compliance with the applicable requirements. Such person(s) shall be ultimately responsible to the accountable manager.

(c) The operator shall have sufficient qualified personnel for the planned tasks and activities to be performed in accordance with the applicable requirements.

(d) The operator shall maintain appropriate experience, qualification and training records to show compliance with point (c).

(e) The operator shall ensure that all personnel are aware of the rules and procedures relevant to the exercise of their duties.

ORO.GEN.205 Contracted activities

(a) The operator shall ensure that when contracting or purchasing any part of its activity, the contracted or purchased service or product conforms to the applicable requirements.

(b) When the certified operator contracts any part of its activity to an organisation that is not itself certified or authorised in accordance with this Part to carry out such activity, the contracted organisation shall work under the approval of the operator.

The contracting organisation shall ensure that the competent authority is given access to the contracted organisation, to determine continued compliance with the applicable requirements

CAT.OP.MPA.250 Ice and other contaminants - ground procedures

(a) The operator shall establish procedures to be followed when ground de-icing and anti-icing and related inspections of the aircraft are necessary to allow the safe operation of the aircraft.

(b) The commander shall only commence take-off if the aircraft is clear of any deposit that might adversely affect the performance or controllability of the aircraft, except as permitted under (a) and in accordance with the AFM.

ORO.GEN.200 Management system

- (a) The operator shall establish, implement and maintain a management system that includes:
- (1) clearly defined lines of responsibility and accountability throughout the operator, including a direct safety accountability of the accountable manager;
 - (4) **maintaining personnel trained and competent to perform their tasks;**
 - (5) **documentation of all management system key processes, including a process for making personnel aware of their responsibilities and the procedure for amending this documentation;**
 - (6) **a function to monitor compliance of the operator with the relevant requirements.**
Compliance monitoring shall include a feedback system of findings to the accountable manager to ensure effective implementation of corrective actions as necessary; and
- (b) The management system shall correspond to the size of the operator and the nature and complexity of its activities, taking into account the hazards and associated risks inherent in these activities.

AMC1 ORO.GEN.200(a)(6)

Management system

COMPLIANCE MONITORING – GENERAL

(b) Organisations should monitor compliance with the procedures they have designed to ensure safe activities.

(c) **The role of the compliance monitoring manager is to ensure that the activities of the operator are monitored for compliance with the applicable regulatory requirements, and any additional requirements as established by the operator, and that these activities are carried out properly under the supervision of the relevant head of functional area. = NPCA för luftvärdighet.**

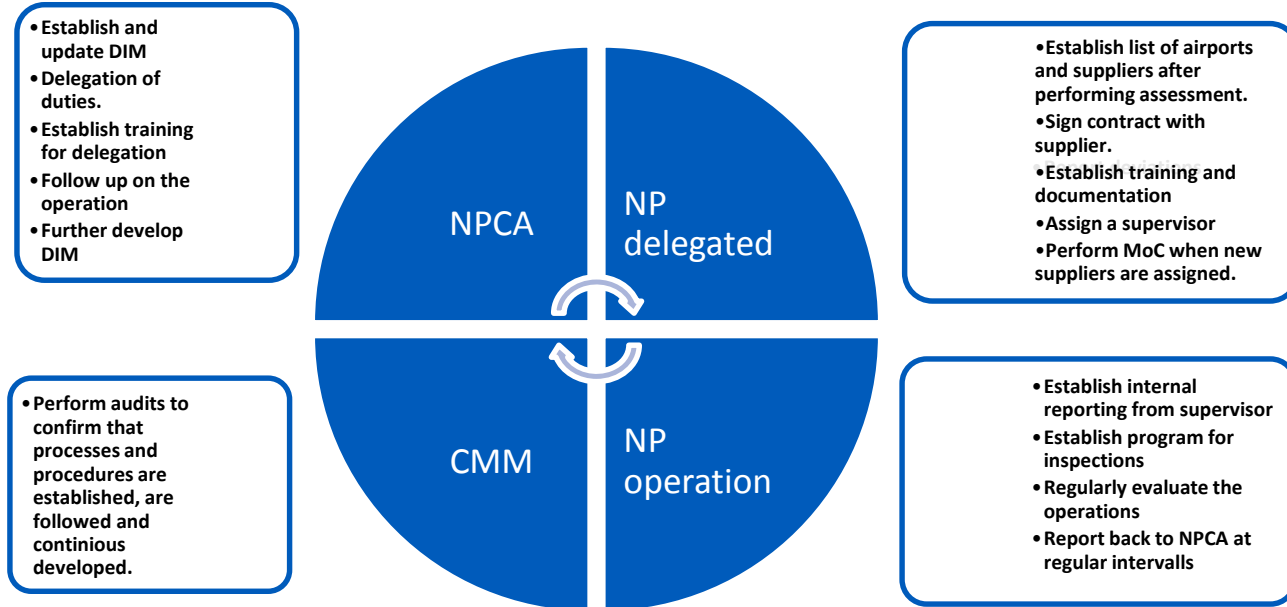
GM2 ORO.GEN.200(a)(6) Management system

COMPLIANCE MONITORING PROGRAMME

(a) **Typical subject areas for compliance monitoring audits and inspections for operators** should be, as applicable:

- (1) actual flight operations;
- (2) **ground de-icing/anti-icing;**
- (3) flight support services;
- (4) load control;
- (5) technical standards.

Operators process built on safety system



Sammanfattning

- NPCA i en organisation "licenced air carriers in accordance with Regulation (EC) No 1008/2008" är också ansvarig att uppfylla delar av OPS regelverket 965/2012.
- NPCA kan delegera (inom organisationen) eller kontraktera (utom organisationen) PFI uppgifter, men har alltid det totala ansvaret.
- TS arbetar med att koordinera tillsynen över PFI uppgifter, där tekniska och operativa inspektörer tillsammans kommer att utöva en riskbaserad tillsyn.
- Verksamhetshandböcker kan behöva ses över.