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| **CCL “ARC och PtF personal”** |

Uppdaterad enligt:

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| 1321/2014 | 2015/1008 | 2015/1536 |
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Uppdaterad enligt:

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| 2015/029/R | 2016/011/R |
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CCL “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:

**Del-A** för personal i:

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

**Del-B** för personal i:

* 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-A** | |
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| Ref M.A.707(a)1  For aircraft used by licenced air carriers in accordance with Regulation (EC) No 1008/2008, and aircraft above 2 730 kg MTOM, except balloons, these staff shall have acquired: | **Remark, OK,**  **N/A** |
| (a) at least five years **experience in continuing airworthiness,** and;  Ref: AMC M.A.707(a) - 2  "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. |  |
| (b)  an **appropriate licence** in compliance with Annex III (Part-66) **or**  an **aeronautical degree** **or**  a national equivalent;  Ref: AMC M.A.707(a) - 3   * A person qualified to the AMC M.A.706 subparagraph 4.5 should be considered as holding the equivalent to an aeronautical degree.   Ref: AMC M.A.707(a) - 4   * An appropriate licence in compliance with Annex III (Part-66) is any one of the following:   + a category **B1 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):  (e) Notwithstanding points (a) to (d), the requirement laid down in point M.A.707(a)1(b) may be replaced by 5 years of experience in continuing airworthiness additional to those already required by point M.A.707(a)1(a). |  |
| ***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.* |  |
| (c) **formal aeronautical maintenance training**, and;  Ref: AMC M.A.707 (a)(1)  For all aircraft used by air carriers licensed in accordance with Regulation (EC) No 1008/2008 and for any other aircraft]a, other than balloons, above 2730 kg MTOM, formal aeronautical maintenance training means training (internal or external)  **supported by evidence on 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 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)* |  |
| (d) a **position** within the approved organisation with **appropriate responsibilities**;  Ref: AMC M.A.707(a) - 5  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:  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 model line, while being involved in the airworthiness management of a different model line.  M.A. Subpart G organisations with Part-145/M.A.Subpart F approval, may nominate maintenance personnel from their Part-145/M.A. Subpart F 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.  Nominating as airworthiness review staff personnel from the Quality Department of the continuing airworthiness management organisation.  **or**  **Overall authority** on the airworthiness management process of complete aircraft may be achieved, among other ways, by:  Nominating as airworthiness review staff the Accountable Manager or the Maintenance Postholder.  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. |  |

| **Del B** | |
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| Ref M.A.707(a)2  For aircraft not used by licenced air carriers in accordance with Regulation (EC) No 1008/2008 of 2 730 kg MTOM and below, and balloons, these staff shall have acquired: | **Remark, OK,**  **N/A** |
| (a) at least three years **experience in continuing airworthiness**, and;  Ref: AMC M.A.707(a) - 2  "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.  Ref: AMC M.A.707 (a)(2) - 1  "experience in continuing airworthiness" can be full-time or part-time, either as professional or on a voluntary basis. |  |
| (b)  an **appropriate licence** in compliance with Annex III (Part-66) **or**  an **aeronautical degree** **or**  a national equivalent;  Ref: AMC M.A.707(a) - 3   * A person qualified to the AMC M.A.706 subparagraph 4.5 should be considered as holding the equivalent to an aeronautical degree.   Ref: AMC M.A.707(a) - 4   * An appropriate licence in compliance with Annex III (Part-66) is any one of the following:   + a category **B1 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):  (e) Notwithstanding points ‘a’ to ‘d’, the requirement laid down in point M.A.707(a)2b may be replaced by 4 years of experience in continuing airworthiness additional to those already required by point M.A.707(a)2a. |  |
| ***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.* |  |
| (c) **appropriate aeronautical maintenance training**, and;  Ref: AMC M.A.707 (a)(2)  For all balloons and any other aircraft of 2 730 Kg MTOM and below, not used by air carriers licensed in accordance with Regulation (EC) No 1008/2008:  AMC M.A.707 (a)(2) - 2  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. |  |
| (d) a **position** within the approved organisation with **appropriate responsibilities**;  Ref: AMC M.A.707(a) - 5  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:  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 model line, while being involved in the airworthiness management of a different model line.  M.A. Subpart G organisations with Part-145/M.A.Subpart F approval, may nominate maintenance personnel from their Part-145/M.A. Subpart F 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.  Nominating as airworthiness review staff personnel from the Quality Department of the continuing airworthiness management organisation.  **or**  **Overall authority** on the airworthiness management process of complete aircraft may be achieved, among other ways, by:  Nominating as airworthiness review staff the Accountable Manager or the Maintenance Postholder.  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. |  |