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| **CCL “NPCA/CAM/GOP”** |

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 “NPCA/CAM/GOP” är en guide som luftvärdighetsorganisation kan använda vid bedömning av nominerad personal.

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:

| **“Grundkrav”** | **Remark, OK,**  **N/A** |
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| **AMC M.A.706 Personnel requirements** |  |
| 4.1. **practical experience and expertise** in the application of  aviation safety standards and  safe operating practices; |  |
| 4.2. a **comprehensive knowledge** of:  a). relevant parts of operational requirements and procedures;  b). the AOC holder's Operations Specifications when applicable;  c). the need for, and content of, the relevant parts of the AOC holder's Operations Manual when applicable; |  |
| 4.3. **knowledge** of quality systems; |  |
| 4.4.  five years **relevant work experience**  of which at least two years should be from the **aeronautical industry in an appropriate position**; |  |
| 4.5.  a relevant engineering degree **or**  an aircraft maintenance technician qualification **with additional education** acceptable to the approving competent authority.  ‘relevant engineering degree’ means an engineering degree from aeronautical,  mechanical, electrical, electronic, avionic **or**  other studies relevant to the maintenance and continuing airworthiness of aircraft /   aircraft components,  **Alternative:**  The above recommendation may be replaced by 5 years of experience additional to those already recommended by paragraph 4.4 above.  These 5 years should cover an **appropriate combination** of experience in tasks related to  aircraft maintenance **and/or**  continuing airworthiness management (engineering) **and/or**  surveillance of such tasks. |  |
| 4.6. **thorough knowledge** with the organisation's continuing airworthiness management exposition; |  |
| 4.7. **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.  Formalised training course documented. |  |
| For all balloons and any other aircraft of 2730 Kg MTOM and below the formalised training courses may be replaced by demonstration of knowledge.  This knowledge may be demonstrated by documented evidence **or**  by an assessment performed by the competent authority.   This assessment should be recorded. |  |
| ***TS tillägg:***  *NPCA/CAM/GOP 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.* |  |
| 4.8. **knowledge** of maintenance methods. |  |
| *T ex*   * *EWIS (Target group 5, AMC 20-22)* * *Fuel Tank Safety (AMC M.A.706(f)))* * *MSG 3* * *ETOPS (AMC 20-6 Appendix 8)* |  |
| 4.9. **knowledge** of applicable regulations. |  |
| *T ex*   * *Del-M* * *Del-145* * *Del-21* * *BCL/LFS/TSFS*   *(Operativa krav tas om hand i punkt 4.2)* |  |

| **“Övrigt att tänka på”** | **Remark, OK,**  **N/A** |
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| **M.A.706 Personnel requirements** |  |
| (c) A person or group of persons shall be nominated with the responsibility of ensuring that the organisation is always in compliance with this Subpart. Such person(s) shall be ultimately responsible to the accountable manager. |  |
| (d) For licenced air carriers in accordance with Regulation (EC) No 1008/2008, the accountable manager shall designate a nominated post holder. This person shall be responsible for the management and supervision of continuing airworthiness activities, pursuant to point (c). |  |
| (e) The nominated post holder referred to in paragraph (d) shall not be employed by a Part 145 approved organisation under contract to the operator, unless specifically agreed by the competent authority.  **AMC M.A.706 (e) Personnel requirements**  1. The competent authority of the operator should only accept that the nominated post holder be  employed by the organisation approved under Part-145 when it is manifest that he/she is the only  available competent person in a position to exercise this function, within a practical working  distance from the operator’s offices.  2. This paragraph only applies to contracted maintenance and therefore does not affect situations  where the organisation approved under Part-145 and the operator are the same organisation.  Ansökan med motivering ska bifogas om det är aktuellt. |  |
| **AMC M.A.706 Personnel requirements** |  |
| 2. The actual number of persons to be employed and **their necessary qualifications** is dependent upon the tasks to be performed and thus dependent on the size and complexity of the organisation (general aviation aircraft, corporate aircraft, number of aircraft and the aircraft types, complexity of the aircraft and their age and for commercial air transport, route network, line or charter, ETOPS) and the amount and complexity of maintenance contracting. Consequently, the number of persons needed, and their qualifications **may differ greatly from one organisation to another and a simple formula covering the whole range of possibilities is not feasible.** |  |
| 3. To enable the approving competent authority to accept the number of persons and their qualifications**, an organisation should make an analysis of the tasks to be performed**, the way in which it intends to divide and/or combine these tasks, indicate how it intends to assign responsibilities and establish the number of man/hours and the qualifications needed to perform the tasks. With significant changes in the aspects relevant to the number and qualifications of persons needed, this analysis should be updated. |  |