

Alt.MoC Requirements for CAMO Safety Managers



Luftfartstilsynet

Alternative Means of Compliance for Regulation (EU) 1321/2014 CAMO.A.305(c)(e) – Requirements for Safety Managers

Purpose

AMC1 CAMO.A.305(c) specifies requirements for Safety Managers in relation to knowledge, qualification and experience with an emphasis on a relevant engineering degree or an aircraft maintenance technician qualification with additional education that is acceptable to the competent authority in paragraph (e).

Many existing Safety Managers approved under Regulation (EU) No 965/2012 for air operations may not fully meet this requirement. This Alt.MoC offers conditions which aim to ensure that an acceptable level of required knowledge is obtained, in order to comply with the rule. This Alt.MoC only applies to existing Safety Managers already approved under the Regulation (EU) No 965/2012 for air operations who are currently in post.

Date of notification to EASA: 01.03.2021

Alt.MoC CAMO.A.305 (c)(e), Personnel Requirements

As an existing Safety Manager already approved by the CAA under the Regulation (EU) No 965/2012 for air operations and assisted by additional safety personnel in accordance with GM1 CAMO.A.305(a) (5), in order to meet the requirement of Part CAMO, the person should demonstrate they have successfully completed the following:

i. A recognised course covering all aspects of Annex I and Annex Vc of Regulation (EU) No 1321/2014, as amended (Part-M and Part-CAMO).

ii. Training within a CAMO department for a minimum of two weeks gaining comprehensive knowledge of the following:

1. Development of Aircraft Maintenance Programme (AMP),
2. Aircraft Reliability Programmes,
3. Maintenance Steering Group methodology,
4. Maintenance Review Board process,
5. Continuing airworthiness tasks and general principles,
6. Continued airworthiness concepts and principles,
7. Maintenance standards.

iii. Thorough knowledge of:

1. Organisation's CAME,
2. Maintenance methods,
3. Applicable regulations.

iv. A relevant aviation qualification that demonstrates the applicant's adequate understanding/knowledge of engineering principles, e.g. ATPL.

The relationship between the Safety Manager and the additional safety personnel shall be clearly defined in the exposition with a clear outline of the delegated responsibilities. The Safety Manager remains the unique focal point.

Any change to the personnel structure applied under this alternative means of compliance shall be notified to the authority in line with CAMO.A.130(a)(2).



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