

ENGINEERING NOTICE			
TO	All AMO Personnel	ISSUE NO	GAM/EN/23/10
COMPLIANCE	Immediate	ISSUE DATE	23 Nov 2023
SUBJECT	Independent Maintenance Inspection requirement for State Registered Aircraft		

Background

Certain maintenance activities are extremely risky both in terms of probability and consequences, and making a mistake could compromise airworthiness and/or the safety of aircrew. Independent inspections are required to ensure the quality of workmanship, integrity of equipment and detection and subsequent correction of errors.

The inspector must verify that everything is assembled and functioning correctly when conducting an independent inspection. A check for correct assembly means a check as to whether a particular flight control system and its parts have been correctly assembled and adjusted; and all locking devices have been made safe. A check for correct function means a check as to whether the flight controls have full and free movement, in the correct sense, throughout their operating range.

This Engineering Notice been issued as a reminder of the compliance to TAMM regulation for Independent Maintenance Inspection on State Registered Aircraft.

Applicability

This notice applies to all AMO personnel involved in the maintenance of State Registered Aircraft.

Compliance

The safety critical systems that require Independent Maintenance Inspection referred to in TAMM regulation are defined as follow:

a. Flying Controls

Flying controls include all components and parts, the movement of which, in the functional sense, whether manual, power operated or power assisted, or electric/fibre (fly by wire/light), results in operation or locking of the aircraft's movable aerodynamic surfaces (including flaps, airbrakes, trimming controls,

helicopter rotor pitch change gear and dual control systems, together with their associated hydraulic and electrical systems).

b. Engine Controls

Engine controls include all components and parts, the movement of which, in the functional sense, controls the power output of the engine (including propeller pitch, fuel delivery and control systems, engine air inlet controls and reverse thrust controls, together with their associated systems).

c. Undercarriage Controls, brake and steering controls, and associated equipment

Undercarriage controls include all components and parts, the movement of which, in a functional sense, results in operation of the aircraft undercarriage (including retraction, lowering, up and down locking, steering and wheel braking, together with their associated systems).

d. Installed Airborne Oxygen Equipment

Airborne oxygen equipment includes gaseous and liquid distribution systems, on board oxygen generating systems (OBOGS), emergency systems and portable oxygen storage and distribution systems. Any maintenance operation (other than replenishment) performed on these systems will require an independent maintenance inspection.

e. Aircrew Escape and Survival Equipment

Escape and survival equipment includes all aircraft systems that are designed to function in an emergency to prevent injury to personnel or the loss or damage of an aircraft.

f. Explosive Ordnance and Associated Equipment

The tasks associated with explosive ordnance requiring independent maintenance inspections include maintenance of equipment which contains explosive ordnance (aircrew escape systems, guillotine cable cutters), maintenance of equipment operated by explosive ordnance when the equipment cannot be otherwise functionally tested and where correct operation of the equipment is critical to the safety and survival of personnel and/or the aircraft, and loading and unloading explosive ordnance when specified in the applicable loading manual

Reference

TAMM Regulation 5.1.6 Independent Maintenance Inspection