

Continuing Airworthiness Management Exposition					
Issue No.	1				
Revision No.	6				

0.2 General Information

0.2.1 Description of the Organisation

GAM-CAMO is structured under the management of the Accountable Manager. For the complete management structure refer to the organisations management chart in chapter 0.4.

GAM-CAMO is an approved organisation performing Part M Subpart G and I privileges for commercial and non-commercial aircraft. GAM is authorized to carry out continuing airworthiness management, in addition to make recommendations for the airworthiness review report (ARR) to DCAM.

0.2.2 Relationship with Other Organisations

GAM-CAMO currently operates independently and wholly owned by Galaxy Aerospace (M) Sdn Bhd (GAM).

GAM also is an independent Part 145 approved organisation performing contracted maintenance, repairs and overhaul activities.

GAM-CAMO uses GAM-AMO as maintenance provider to meet the requirements of Part M and also supported by other CAAM Part 145 AMO to ensure the aircraft managed are always in the controlled environment.

Details of the current maintenance contractors are contained in Part 5 of this CAME.

0.2.3 Aircraft Managed

Aircraft managed by GAM-CAMO in accordance with CAAM Part M Subpart G and I are listed in respective contract and list is held by Continuing Airworthiness Manager (CAM).

The list of aircraft controlled as stated in Part 5 of this CAME (5.8 List of Aircraft Managed by GAM-CAMO)

0.2.4 Scope of Work

The capabilities of GAM-CAMO Continuing Airworthiness Management are based on CAAM approval under Part M Subpart G and I.

Aircraft Type	Airworthiness Management	Airworthiness Review	Permit to Fly	АМР
AW139	✓	✓	-	RMPAOF/ENG/PUB/MS/AW139
EC120B	✓	✓	-	GKSB/CAMO/AMP/ EC120B
AS355F1	✓	✓	-	-
A109S	✓	✓	-	-
AW189	✓	✓	-	JBPM/CAMO/AMP/ AW189

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Aircraft Type	Airworthiness Management	Airworthiness Review	Permit to Fly	AMP
EC155B	✓	✓	-	GAM/CAMO/AMP/EC155B
EC155B1	✓	✓	-	GAM/CAMO/AMP/EC155B1
AS365N2	✓	✓	-	GAM/CAMO/AMP/AS365N2
Bell 429	✓	✓	-	GAM/CAMO/AMP/BELL429



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5.2 List of Airworthiness Review Staff

No	Aircraft Type		erved S 01)		erved S 02)	Ismail Sulaiman (ARS 03)		
140	All Craft Type	AR			PTF	AR	PTF	
1.	AW 139	-	-	-	-	X	-	
2.	EC 120	-	-	-	-	-	-	
3.	AS355	-	-	-	-	-	-	
4.	A109S	-	-	-	-	-	-	
5.	AW189	-	-	-	-	-	-	
6.	EC155B	-	-	-	-	х	-	
7.	EC155B1	-	-	-	-	х	-	
8.	AS365N2	-	-		-	х	-	
9.	BELL 429	-	-		-	Х	-	

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5.9 Manpower Resources and Management Tool

POSITION		AVAILABILITY								
		HOURS/DAY	HOURS/WEEK	HOURS/YEAR	R					
MANAGEMENT		,	,							
ACCOUNTABLE MANAGER	3	3	15	780						
CAM		8	40	2080						
QAM		4	20	1040						
QAIVI		-	20							
				3900						
ARS						TOTAL ARR HOURS				1560
ISMAIL SULAIMAN		4	20	960		REMAINING HOUR	S			360
RESERVED		4	20	960		STATUS				SATIS
				1920						
				1920						
TECHNICAL SERVICE						TOTAL RELIABILITY	+ TECH REVIEW	V HOURS		1092
ASRAF		3	15	720		REMAINING HOUR				3948
							3			
AZIZ		3	15	720		STATUS				SATIS
FARHANA		3	15	720						
SYIREEN		3	15	720						
/ASSIR		3	15	720						
YUS		3	15	720						
ZAHIN		3	15	720						
LAITH.		3	13							
				5040						
CAMO STAFF (DATA ENT	RV/DI ANNING/T	FCH RECORD)				TOTAL DATA ENTRY	ADI ANNING+ T	FCH PECOPD	HOLIPS	8450
	MI/I EAMINIO/II		22					LCIT KECOKD	HOOKS	
AISHAH		6	30	1440		REMAINING HOUR	5			2350
AZLIZAN		8	40	1920		STATUS				SATIS
HAFIZ		6	30	1440						
		8		1200						
IKRAM			25							
KHAIR		6	30	1440	•					
ZATY		8	40	1920						
ZUL		6	30	1440						
201		U	30							
				10800						
PUBLICATION						TOTAL DATA ENTRY	ADLANNING + T	ECH DECORD	HOURS	780
		_						ECH KECOKD	HOUKS	
AISHAH		2	10	480		REMAINING HOUR	S			1140
HAFIZ		2	10	480		STATUS				SATIS
KHAIR		2	10	480						
ZUL		2	10	480						
				1920						
			1		_					
.nn					AIDCDAFT TVD	DE AND MODEL				
ARR						PE AND MODEL		·		
ARR AIRFRAME						PE AND MODEL	:	2 TECH REVIEV	v	
	(HR/DAY)	(DAYS)	H/AC/YR)	TOTAL	REL	IABILITY	TAL :	2 TECH REVIEV (H/WEEK)	N (H/YEAR)	TOTAL
AIRFRAME	(HR/DAY) 8	(DAYS) 15	H/AC/YR)		REL	IABILITY WEEK) (H/YEAR) TO				TOTAL 676
AIRFRAME REG 9M-PMA	8	15	120	TOTAL	REL 1 (H/ AW139	IABILITY	TAL	(H/WEEK)	(H/YEAR) 312	7
AIRFRAME REG 9M-PMA 9M-PMB	8 8	15 15	120 120	TOTAL	REL 1 (H/ AW139 AW 189	MEEK) (H/YEAR) TO 4 2 104	TAL	(H/WEEK) 6 2	(H/YEAR) 312 104	7
REG 9M-PMA 9M-PMB 9M-PMC	8 8 8	15 15 15	120 120 120	TOTAL	AW 189 EC120	MEEK) (H/YEAR) TO 6 312 2 104 0 0	TAL	(H/WEEK) 6 2 1	(H/YEAR) 312 104 52	7
AIRFRAME REG 9M-PMA 9M-PMB	8 8	15 15	120 120	TOTAL	REL 1 (H/ AW139 AW 189	MEEK) (H/YEAR) TO 4 2 104	TAL	(H/WEEK) 6 2	(H/YEAR) 312 104	7
REG 9M-PMA 9M-PMB 9M-PMC	8 8 8	15 15 15	120 120 120	TOTAL	AW 189 EC120	MEEK) (H/YEAR) TO 6 312 2 104 0 0	TAL	(H/WEEK) 6 2 1	(H/YEAR) 312 104 52	7
REG 9M-PMA 9M-PMB 9M-PMC 9M-PMD 9M-YPG	8 8 8 8	15 15 15 15 15	120 120 120 120 120	TOTAL 1560	REL 1 (H/ AW139 AW 189 EC120 EC155B EC155B1	MEEK) (H/YEAR)	TAL	(H/WEEK) 6 2 1 1	(H/YEAR) 312 104 52 52 52	7
REG 9M-PMA 9M-PMB 9M-PMC 9M-PMD 9M-YPG 9M-YTL	8 8 8 8 8	15 15 15 15 15 15	120 120 120 120 120 120	TOTAL 1560	REL 1 (H/ AW139 AW 189 EC120 EC155B EC155B1 AS365N2	A	TAL	(H/WEEK) 6 2 1 1 1 1	(H/YEAR) 312 104 52 52 52 52 52	7
REG 9M-PMA 9M-PMB 9M-PMC 9M-PMD 9M-YPG 9M-YTL 9M-BOE	8 8 8 8 8 8	15 15 15 15 15 15 15	120 120 120 120 120 120 120 120	TOTAL 1560	REL 1 (H/ AW139 AW 189 EC120 EC155B EC155B1	A	TAL	(H/WEEK) 6 2 1 1	(H/YEAR) 312 104 52 52 52 52 52 52	7
REG 9M-PMA 9M-PMB 9M-PMC 9M-PMD 9M-YPG 9M-YTL 9M-BOE 9M-BOF	8 8 8 8 8 8	15 15 15 15 15 15 15	120 120 120 120 120 120 120 120	TOTAL 1560	REL 1 (H/ AW139 AW 189 EC120 EC155B EC155B1 AS365N2	MARIAN M	TAL	(H/WEEK) 6 2 1 1 1 1	(H/YEAR) 312 104 52 52 52 52 52 52 50	7
REG 9M-PMA 9M-PMB 9M-PMC 9M-PMD 9M-YPG 9M-YTL 9M-BOE	8 8 8 8 8 8	15 15 15 15 15 15 15	120 120 120 120 120 120 120 120	TOTAL 1560	REL 1 (H/ AW139 AW 189 EC120 EC155B EC155B1 AS365N2	A	TAL	(H/WEEK) 6 2 1 1 1 1	(H/YEAR) 312 104 52 52 52 52 52 52	7
REG 9M-PMA 9M-PMB 9M-PMC 9M-PMD 9M-YPG 9M-YTL 9M-BOE 9M-BOF 9M-GGB	8 8 8 8 8 8 8	15 15 15 15 15 15 15 15	120 120 120 120 120 120 120 120 120	TOTAL 1560	REL 1 (H/ AW139 AW 189 EC120 EC155B EC155B1 AS365N2	MEEK) (H/YEAR) TO	TAL	(H/WEEK) 6 2 1 1 1 1	(H/YEAR) 312 104 52 52 52 52 52 52 0	7
REG 9M-PMA 9M-PMB 9M-PMC 9M-PMD 9M-YPG 9M-YTL 9M-BOE 9M-BOF 9M-GGB EC155B	8 8 8 8 8 8 8	15 15 15 15 15 15 15 15 15	120 120 120 120 120 120 120 120 120 120	TOTAL 1560	REL 1 (H/ AW139 AW 189 EC120 EC155B EC155B1 AS365N2	March Marc	TAL	(H/WEEK) 6 2 1 1 1 1	(H/YEAR) 312 104 52 52 52 52 52 0 0	7
REG 9M-PMA 9M-PMB 9M-PMC 9M-PMD 9M-YPG 9M-YTL 9M-BOE 9M-BOF 9M-GGB EC155B	8 8 8 8 8 8 8 8	15 15 15 15 15 15 15 15 15 15	120 120 120 120 120 120 120 120 120 120	TOTAL 1560	REL 1 (H/ AW139 AW 189 EC120 EC155B EC155B1 AS365N2	LIABILITY WEEK) (H/YEAR) TO 6 312 2 104 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TAL	(H/WEEK) 6 2 1 1 1 1	(H/YEAR) 312 104 52 52 52 52 52 52 0 0	7
REG 9M-PMA 9M-PMB 9M-PMC 9M-PMD 9M-YPG 9M-YTL 9M-BOE 9M-BOF 9M-GGB EC155B EC155B1 AS365N2	8 8 8 8 8 8 8 8 8	15 15 15 15 15 15 15 15 15 15 15	120 120 120 120 120 120 120 120 120 120	TOTAL 1560	REL 1 (H/ AW139 AW 189 EC120 EC155B EC155B1 AS365N2	A	TAL	(H/WEEK) 6 2 1 1 1 1	(H/YEAR) 312 104 52 52 52 52 52 0 0 0	7
REG 9M-PMA 9M-PMB 9M-PMD 9M-YPG 9M-YTL 9M-BOE 9M-BOF 9M-GGB EC155B	8 8 8 8 8 8 8 8	15 15 15 15 15 15 15 15 15 15	120 120 120 120 120 120 120 120 120 120	TOTAL 1560	REL 1 (H/ AW139 AW 189 EC120 EC155B EC155B1 AS365N2	LIABILITY WEEK) (H/YEAR) TO 6 312 2 104 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TAL	(H/WEEK) 6 2 1 1 1 1	(H/YEAR) 312 104 52 52 52 52 52 52 0 0	7
REG 9M-PMA 9M-PMB 9M-PMC 9M-PMD 9M-YPG 9M-YTL 9M-BOE 9M-BOF 9M-GGB EC155B EC155B1 AS365N2	8 8 8 8 8 8 8 8 8	15 15 15 15 15 15 15 15 15 15 15	120 120 120 120 120 120 120 120 120 120	TOTAL 1560	REL 1 (H/ AW139 AW 189 EC120 EC155B EC155B1 AS365N2	A	TAL	(H/WEEK) 6 2 1 1 1 1	(H/YEAR) 312 104 52 52 52 52 52 0 0 0 0	7
REG 9M-PMA 9M-PMD 9M-PMD 9M-YPG 9M-YTL 9M-BOE 9M-BOF 9M-GGB EC155B EC155B1 AS365N2	8 8 8 8 8 8 8 8 8	15 15 15 15 15 15 15 15 15 15 15	120 120 120 120 120 120 120 120 120 120	TOTAL 1560	REL 1 (H/ AW139 AW 189 EC120 EC155B EC155B1 AS365N2	A	TAL	(H/WEEK) 6 2 1 1 1 1	(H/YEAR) 312 104 52 52 52 52 52 0 0 0 0 0 0	7
REG 9M-PMA 9M-PMB 9M-PMC 9M-PMD 9M-YPG 9M-YTL 9M-BOE 9M-BOF 9M-GGB EC155B EC155B1 AS365N2	8 8 8 8 8 8 8 8 8	15 15 15 15 15 15 15 15 15 15 15	120 120 120 120 120 120 120 120 120 120	TOTAL 1560	REL 1 (H/ AW139 AW 189 EC120 EC155B EC155B1 AS365N2	March Marc	TAL	(H/WEEK) 6 2 1 1 1 1	(H/YEAR) 312 104 52 52 52 52 52 0 0 0 0 0 0	7
REG 9M-PMA 9M-PMD 9M-PMD 9M-YPG 9M-YTL 9M-BOE 9M-BOF 9M-GGB EC155B EC155B1 AS365N2	8 8 8 8 8 8 8 8 8	15 15 15 15 15 15 15 15 15 15 15	120 120 120 120 120 120 120 120 120 120	TOTAL 1560	REL 1 (H/ AW139 AW 189 EC120 EC155B EC155B1 AS365N2	A	TAL	(H/WEEK) 6 2 1 1 1 1	(H/YEAR) 312 104 52 52 52 52 52 0 0 0 0 0 0	7
REG 9M-PMA 9M-PMB 9M-PMC 9M-PMD 9M-YPG 9M-YTL 9M-BOE 9M-BOF 9M-GGB EC155B EC155B1 AS365N2	8 8 8 8 8 8 8 8 8	15 15 15 15 15 15 15 15 15 15 15	120 120 120 120 120 120 120 120 120 120	TOTAL 1560	REL 1 (H/ AW139 AW 189 EC120 EC155B EC155B1 AS365N2	March Marc	TAL	(H/WEEK) 6 2 1 1 1 1	(H/YEAR) 312 104 52 52 52 52 52 0 0 0 0 0 0	7
REG 9M-PMA 9M-PMB 9M-PMC 9M-PMD 9M-YPG 9M-YTL 9M-BOE 9M-BOF 9M-GGB EC155B EC155B1 AS365N2	8 8 8 8 8 8 8 8 8	15 15 15 15 15 15 15 15 15 15 15	120 120 120 120 120 120 120 120 120 120	TOTAL 1560	REL 1 (H/ AW139 AW 189 EC120 EC155B EC155B1 AS365N2	A	TAL	(H/WEEK) 6 2 1 1 1 1	(H/YEAR) 312 104 52 52 52 52 52 0 0 0 0 0 0 0 0 0	7
REG 9M-PMA 9M-PMB 9M-PMC 9M-PMD 9M-YPG 9M-YTL 9M-BOE 9M-BOF 9M-GGB EC155B EC155B1 AS365N2	8 8 8 8 8 8 8 8 8	15 15 15 15 15 15 15 15 15 15 15	120 120 120 120 120 120 120 120 120 120	TOTAL 1560	REL 1 (H/ AW139 AW 189 EC120 EC155B EC155B1 AS365N2	A	TAL	(H/WEEK) 6 2 1 1 1 1	(H/YEAR) 312 104 52 52 52 52 52 0 0 0 0 0 0 0 0 0	7
REG 9M-PMA 9M-PMB 9M-PMC 9M-PMD 9M-YPG 9M-YTL 9M-BOE 9M-BOF 9M-GGB EC155B EC155B1 AS365N2	8 8 8 8 8 8 8 8 8	15 15 15 15 15 15 15 15 15 15 15	120 120 120 120 120 120 120 120 120 120	TOTAL 1560	REL 1 (H/ AW139 AW 189 EC120 EC155B EC155B1 AS365N2	A	TAL	(H/WEEK) 6 2 1 1 1 1	(H/YEAR) 312 104 52 52 52 52 52 0 0 0 0 0 0 0 0 0	7

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AIRCRAFT UNDER CAMO														
3 DATA ENTRY							PLANNING				TECH RECO	RD		
		QUANTITY	(HR/D/AC)	(HR/WK)	H/AC/YR)	TOTAL	(HR/D/AC)	(HR/WK)	H/AC/YR)	TOTAL	(HR/D/AC)	(HR/WK)	H/AC/YR)	TOTAL
	AW139	6	0.5	15	780	1690	1	30	1560	3380	1	30	1560	3380
	AW 189	2	0.5	5	260		1	10	520		1	10	520	
	EC120	1	0.5	2.5	130		1	5	260		1	5	260	
	EC155B	1	0.5	2.5	130		1	5	260		1	5	260	
	EC155B1	1	0.5	2.5	130		1	5	260		1	5	260	
	AS365N2	1	0.5	2.5	130		1	5	260		1	5	260	
	BELL 429	1	0.5	2.5	130		1	5	260		1	5	260	
				0	0			0	0			0	0	
				0	0			0	0			0	0	
				0	0			0	0			0	0	
				0	0			0	0			0	0	
				0	0			0	0			0	0	
				0	0			0	0			0	0	
				0	0			0	0			0	0	
				0	0			0	0			0	0	
				0	0			0	0			0	0	
				0	0			0	0			0	0	
				0	0			0	0			0	0	
				0	0			0	0			0	0	
				0	0			0	0			0	0	

PUBLICAT	ION				1						
3	AIRFRAME			4 ENGINE				5 AD			
	TYPE	(HR/DAY) (H/AC/W) H/AC/Y	R) TOTAL	TYPE	(HR/DAY) (H/AC	/W) H/AC/YR)	TOTAL	QUANTITY (HR/DAY	(H/AC/W)	H/AC/YR)	TOTAL
	AW139	0.5 26	182	PT6C-67C	0.5	26	182	FAA AD	2	104	416
	AW 189	0.5 26		CT7-2E1	0.5	26		EASA AD	2	104	
	EC120	0.5 26		ARRIUS 2F	0.5	26		DCA AN/AD	2	104	
	EC155B	0.5 26		ARRIEL 2C1	0.9	26		TCCA AD	2	104	
	EC155B1	0.5 26		ARRIEL 2C2	0.9	26				0	
	AS365N2	0.5 26		ARRIEL 1C2	0.9	26				0	
	BELL 429	0.5 26		PW207D1/2	0.9	26				0	
		0				0				0	
		0				0				0	
		0				0				0	
		0				0				0	
		0				0				0	
		0				0				0	
		0				0				0	
		0				0				0	
		0				0				0	
		0				0				0	
		0				0				0	
		0				0				0	
		0				0				0	

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